



# Corporate Report

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**DATE:** May 9, 2006

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: May 29, 2006

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **Upper Hurontario Street Corridor - Review of Land Uses and Urban Design Guidelines - Report on Comments**

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**RECOMMENDATION:** That the following recommendations of the report titled "Upper Hurontario Street Corridor - Review of Land Uses and Urban Design Guidelines - Report on Comments" dated May 9, 2006 from the Commissioner of Planning and Building be adopted:

- a) That Section 3.5, Commercial, in Mississauga Plan and all other relevant references to "Commercial" be replaced by "Retail Commercial";
- b) That the "Amended Gateway District Policies" and the "Urban Design Policies - Gateway District" contained in Appendices 1 and 2, respectively of the report titled "Upper Hurontario Street Corridor - Review of Land Uses and Urban Design Guidelines" dated July 12, 2005 (Appendix 1 of this report) be adopted as amended by the recommendations contained in Appendix 2 of this report titled "Upper Hurontario Street Corridor - Review of Land Uses and Urban Design Guidelines - Report on Comments".

- c) That the Zoning By-law for lands in the Upper Hurontario Street Corridor be amended in accordance with the land use policies and urban design vision with respect to land use, building height and building mass as contained in the report titled “Upper Hurontario Street Corridor – Review of Land Uses and Urban Design Guidelines - Report on Comments” dated May 9, 2006 from the Commissioner of Planning and Building.

**BACKGROUND:**

City Council, on October 25, 2005 considered the attached report (Appendix 1) titled “Upper Hurontario Street Corridor - Review of Land Uses and Urban Design Guidelines” dated July 12, 2005 from the Commissioner of Planning and Building and adopted the following:

1. That the submissions made at the public meeting held at the Planning and Development Committee meeting on October 17, 2005 to consider the recommendations of the report titled “Upper Hurontario Street Corridor -Review of Land Uses and Urban Design Guidelines” dated July 12, 2005 from the Commissioner of Planning and Building be received.
2. That Planning and Building Department staff report back to Planning and Development Committee on the submissions made with respect to the report titled “Upper Hurontario Street Corridor - Review of Land Uses and Urban Design Guidelines” dated July 12, 2005 from the Commissioner of Planning and Building.
3. That the following correspondence be received:
  - (i) That the e-mail from Eros Fiacconi, EGF Associates, representing the land owner at the north east corner of Hurontario Street and Courtney Park Drive, requesting to speak at the meeting, be received.
  - (ii) That the letter dated October 13, 2005 from Walker Nott Dragicevic Associates Limited, acting for the Oxford Properties Group who manage Square One Shopping Centre, requesting adherence to the intent of the

Mississauga Official Plan and the Zoning By-law as it relates to lands along the Upper Hurontario Street Corridor, be received.

- (iii) That the letter dated October 17, 2005 from Davies Howe Partners, counsel for the Canadian Petroleum Products Institute (CPPI), with respect to proposed amendments as they relate to drive-throughs, convenience store kiosks and automobile service stations, be received.
- (iv) That the letter dated October 14, 2005 from Tim Hortons, with respect to proposed amendments as they relate to new restaurant development along the Upper Hurontario Corridor, be received.
- (v) That the e-mail from John Rogers & Associates, on behalf of PenEquity Management Corporation, with respect to the Mississauga Entertainment Centrum located on the east side of Hurontario Street, south of Courtney Park Drive, be received.

**COMMENTS:**

Appendix 2, "Response to Comments - Upper Hurontario Street Corridor - Review of Land Uses and Urban Design Guidelines" summarizes the individual comments, provides a staff response, and, where appropriate, a recommendation for revisions to the "Amended Gateway District Policies" and the "Urban Design Policies - Gateway District" contained in Appendices 1 and 2, respectively to the attached report (Appendix 1) titled "Upper Hurontario Street Corridor - Review of Land Uses and Urban Design Guidelines", dated July 12, 2005

The comments may be grouped as follows:

- permit additional large scale retail commercial development. Permitting large scale retail commercial development on lands now designated as Business Employment is contrary to the planning vision, and would set a precedent for retail commercial development along the entire study area;

- concerns that the proposed amendments to the Development Concept and other related revisions are a change to the direction of the District Policies, and will preclude additional major retail commercial development. It was never intended that significant retail commercial development would be permitted throughout the district; the proposed revisions to the Planning Context and Development Concept in Appendix 2 clarify the basis and intent of the Development Concept for the district ;
- objections to the proposed prohibition of free-standing restaurants, financial institutions, and drive-through facilities adjacent to Hurontario Street. These objections are conditional on the definition of “adjacent to Hurontario Street”. The respondents suggest that, due to parcel shape, size and the pattern of development, there may be opportunities for the development of such uses. Upon further review of the development fabric, staff concur that these uses could be permitted provided that they are substantially screened from Hurontario Street by a building in place at the time of development;
- existing free-standing restaurants, financial institutions and drive-throughs adjacent to Hurontario Street should be recognized. It is agreed that these uses should be permitted as they exist at the time the policies came into effect. When they cease operation, they will no longer be a permitted use and should be redeveloped in accordance with the long-term vision for the corridor;
- concerns that the minimum three-storey height limit is inappropriate and is too rigid. This requirement only applies to land at the corners of Hurontario Street at Derry Road and Courtneypark Drive. There is also sufficient flexibility for staff to consider occupied building mass.

Appendix 3 contains the consolidated amended Gateway District Policies.

**FINANCIAL IMPACT:** Not applicable.



**CONCLUSION:**

The long-term land use and urban design vision for the Upper Hurontario Street Corridor remains valid and should be retained. In order to achieve this vision, modifications to the urban design policies for development adjacent to Hurontario Street, policies to prohibit additional free-standing restaurants, financial institutions, and drive-throughs adjacent to Hurontario Street, which are not substantially screened from the street by an existing building, are required.

**ATTACHMENTS:**

- APPENDIX 1: Corporate Report titled “Upper Hurontario Street Corridor- Review of Land Uses and Urban Design Guidelines” dated July 12, 2005 from the Commissioner of Planning and Building.
- APPENDIX 2: Response to Comments-Upper Hurontario Street Corridor - Review of Land Uses and Urban Design Guidelines.
- APPENDIX 3: Consolidated Amended Gateway District Policies.

*Original Signed By:*

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Edward R. Sajecki  
Commissioner of Planning and Building



# Corporate Report

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**PDC AUGUST 2, 2005**

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**DATE:** July 12, 2005

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: August 2, 2005

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **Upper Hurontario Street Corridor - Review of Land Uses and Urban Design Guidelines**

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**RECOMMENDATION:** That a public meeting be held at the Planning and Development Committee to consider the following recommendations of the report titled "Upper Hurontario Street Corridor – Review of Land Uses and Urban Design Guidelines" dated July 12, 2005 from the Commissioner of Planning and Building:

- a) That Section 3.5, Commercial, in Mississauga Plan and all other relevant references to "Commercial" be replaced by "Retail Commercial";
- b) That Section 4.15, Gateway District Policies, in Mississauga Plan, be amended as shown in Appendix 1 of this Corporate Report (changes shown in ~~strike-out~~ and **additions in bold**; *Italics* in the following recommendations refer to additions):
  - i) adding the following sentence to the second paragraph in section 4.15.1, Planning Context: "*There is a large retail commercial centre located on the east side of Mavis Road, north and south of Britannia Road West, and other smaller retail commercial centres throughout the district*";

- ii) replacing the first paragraph in section 4.15.2, Development Concept, with:

*“The District Policies are intended to encourage prestige development, accommodating a mix of manufacturing, distribution, research and development and office uses to take advantage of the system of highways and major roads and proximity to the airport. Limited retail commercial development is also permitted, but is directed to designated retail commercial centres”;*

- iii) deleting section 4.15.3, Land Use;
- iv) adding a new section 4.15.3, Urban Design, attached as Appendix 2 of this Corporate Report;
- v) adding a new section 4.15.4, Land Use, attached as Appendix 3 of this Corporate Report;
- vi) renumbering section 4.15.4, Transportation, to section 4.15.5, Transportation, and all subsequent sections;
- vii) amending section 4.15.5, Special Site Policies, section 4.15.5.2, Site 1, as follows:

**“4.15.6.2 Site 1**

The lands identified as Special Site 1 are bounded by Matheson Boulevard East, Hurontario Street, Watline Avenue and Whittle Road.

Notwithstanding the provisions of the Business Employment designation, the following additional policy will apply:

- a. all forms of *retail* commercial uses, *including free-standing restaurants and financial institutions* will be permitted, except:

- motor vehicle commercial uses; and
- *drive-throughs.*”

viii) amending the second paragraph in section 4.15.5.3, Site 2, to read as:

“Notwithstanding the Business Employment designation and *the urban design policies in section 4.15.3.2* for these lands, the following additional policies will apply:

- ix) amending section 4.15.5.3, Site 2, (c) to add the word *retail* before commercial;
- x) amending section 4.15.5.3, Site 2, (f) by deleting the second paragraph and adding the following after the first paragraph:

*“In addition to the urban design policies in section 4.15.3.2, these lands will be subject to the following:*

- *built form at the corners of these intersections should have prominence, occupy a majority of the streetline and be a minimum of 3 storeys;*
- *buildings with minimal frontal setbacks with active street- oriented elevations, main front doors and fenestration integrated with the streetscape;”*

xi) amending the second paragraph in section 4.15.5.4, Site 3, to read as follows:

“Notwithstanding the Business Employment designation and *the urban design policies in section 4.15.3.2* for these lands, the following additional policies will apply:”

xii) amending section 4.15.5.4, Site 3, by deleting (c) and replacing it with:

*“prior to a development proposal, the applicant will provide a concept plan demonstrating internal traffic and pedestrian circulation to the satisfaction of the City”.*

- xiii) amending sections 4.15.5.6, Site 5, (a) and 4.15.5.7, Site 6, (a) by deleting the second sentence in the second paragraph and replacing it with:

*“Buildings along the urban corridor should have a consistent setback, height and building street frontage.”*

- c) That the Zoning By-law for lands in the Upper Hurontario Street Corridor be amended in accordance with the land use policies and urban design vision with respect to land use, building height and building mass as contained in the report titled “Upper Hurontario Street Corridor – Review of Land Uses and Urban Design Guidelines” July, 2005 from the Commissioner of Planning and Building.

**BACKGROUND:**

City Council expressed concerns that the policies of Mississauga Plan, the Urban Design Guidelines, and zoning along the Upper Hurontario Street Corridor may not be achieving the design vision contained in Mississauga Plan and the supporting design and streetscape studies prepared by the City. Consequently, on May 26, 2004 City Council adopted the following Resolution 0136-2004:

“WHEREAS the uses permitted by the Business Employment designation under both City Plan and Mississauga Plan include, among other uses, restaurants and banks;

AND WHEREAS the range of permitted uses in the Business Employment designation under Mississauga Plan has been reduced from that under City Plan to exclude Arterial Commercial and Employment Commercial uses;

AND WHEREAS free-standing single-storey commercial buildings such as restaurants may become a predominant built form along major roads in Business Employment areas;

AND WHEREAS there is a concern that the design of this form of development which has occurred in these areas may not be achieving the design vision proposed by Mississauga Plan;

NOW THEREFORE BE IT RESOLVED THAT:

1. The Planning and Building Department undertake a review of the land uses and urban design guidelines for free-standing commercial single-storey buildings such as restaurants and banks along major roads, gateways and other areas of high visibility, in areas designated Business Employment.
2. The definitions of “Business Employment” and “Commercial” in Mississauga Plan be reviewed.”

**COMMENTS:**

**1. Introduction**

The “Upper Hurontario Street Corridor – Review of Land Uses and Urban Design Guidelines” report dated July, 2005, distributed under separate cover, was prepared pursuant to the foregoing resolution and addresses the following for the lands on both sides of Hurontario Street, north of Matheson Boulevard to the Mississauga/Brampton municipal boundary:

- the long term land use and urban design vision for the Upper Hurontario Street Corridor and whether or not the land use and urban design policies currently in Mississauga Plan and the existing zoning are appropriate to implement the vision;
- the appropriateness of free-standing commercial single-storey buildings in the Upper Hurontario Street Corridor in the context of the existing and planned built form; the urban design vision in Mississauga Plan; the “Upper Hurontario Corridor - A Design Mandate for Excellence” and “Streetscape Study - Hurontario Street, Matheson Boulevard to Highway 401” and their implications for free-standing single-storey commercial buildings;

- the definitions of Business Employment and Commercial; and
- recommendations for changes needed to achieve the vision.

This report focuses on the Upper Hurontario Street Corridor. In order to review land uses and urban design guidelines for free-standing single-storey commercial uses, it was necessary to also examine the appropriateness of the planning vision for the Upper Hurontario Street Corridor to provide a framework for the review.

## **2. Land Use and Urban Design Vision**

The long term land use and urban design vision for the Upper Hurontario Street Corridor has been in place and maintained since the adoption of the Primary (Official) Plan in 1981 and re-confirmed in the current Mississauga Plan. Mississauga Plan stresses the long term development of a major employment area in north-central Mississauga based along Hurontario Street as the major north-south transit corridor through the Gateway District.

The combination of office, business employment and limited supporting retail commercial uses through a built form that emphasizes creative use of building massing, architectural features, higher buildings and integrated building was established to create a major “gateway” from both the northerly boundary and south from Highway 401.

The long term objective is to develop the Upper Hurontario Street Corridor as a major civic boulevard “similar to University Avenue” in Toronto. The area is to be the focal point for high density employment uses that promotes a distinctive built form and City entry points and reinforces a quality image.

Although it has taken several years to achieve the current level of development in the Gateway District, the full vision has not been achieved as most of the lands are either vacant or have not been developed to their full potential. Office development from

Matheson Boulevard to Highway 401 and north of Highway 401 to Courtneypark Drive are reflective of the long term vision. However, recent development applications in the Upper Hurontario Street Corridor (e.g. GWL Advisors, Citi Financial) are indications that the successful implementation of the vision is ongoing and that City Council's resolve to maintain this vision is valid.

### **3. Summary of Major Conclusions**

The following is a summary of the major conclusions of the study:

- The long term land use and urban design vision is still valid;
- With some modifications, the land use and urban design policies will guide land use decisions that will achieve appropriate levels of business employment and office development with a high level of attention to urban design;
- The vision and eventual urbanization of the Upper Hurontario Street Corridor will take place over an extended period of time as most of the lands within the study area either remain undeveloped or at least not developed to their full potential. There are sufficient development opportunities to achieve this ultimate vision over time through a greater quantity and quality of development. The land use decisions and developments which have occurred to date will not interfere with achieving the ultimate vision;
- The guidelines contained in the "Upper Hurontario Corridor - A Design Mandate For Excellence" are intended to illustrate the ultimate vision for the corridor. Any proposed buildings should be designed in a manner that would not preclude or hinder the eventual realization of this vision. Nor should they be designed in manner that would discourage other properties from addressing the guidelines;



- Although the “Business Employment” definition remains valid, “Commercial” is confusing and should be replaced with “Retail Commercial”;
- The development of restaurants, financial institutions, and accessory retail commercial uses supports business employment development and is consistent with development trends in the GTA;
- The urban design analysis indicates that free-standing restaurants and financial institutions do not conform to the urban design vision and should not be permitted;
- Amendments to Mississauga Plan are recommended to: provide new comprehensive urban design policies for all forms of development adjacent to Hurontario Street; prohibit additional free-standing restaurants and financial institutions adjacent to Hurontario Street, and prohibit development with drive-throughs adjacent to Hurontario Street;
- Zoning by-laws for the vacant and developed land in the Upper Hurontario Street Corridor should be amended to meet the intent of the land use policies and urban design vision with respect to land use, building height and building mass;
- Studies by Hemson Consulting Limited indicate that, after 2011, Mississauga will have land constraints in its most attractive business employment areas: Airport Corporate Centre, Gateway and Meadowvale Business Park. Given the predicted land constraints in employment land as greenfield sites disappear, it is especially important for the City to maintain its competitive edge by retaining these lands for business employment purposes; and

- Although not all of the lands within the study area may be required for office purposes, they should be retained for other business employment uses because they exhibit attributes which make them extremely desirable for business employment purposes, contributing to the development of Mississauga as a major employment centre in the GTA.

#### **4. Stakeholder Input**

All owners and businesses in the study area were advised of the study and meetings were held with interested owners. On September 13, 2004 staff held a focus group meeting with landowners and businesses in the study area, as well as anyone who expressed an interest in the study to obtain their input.

It is intended that an open house (public display) be held to obtain comments from landowners, businesses, and the public, and that the study be circulated to interested departments and agencies. The comments will be considered at a future meeting of Planning and Development Committee.

**FINANCIAL IMPACT:** Not applicable.

**CONCLUSION:** The long term land use and urban design vision for the Upper Hurontario Street Corridor remain valid and should be retained. In order to achieve this vision, modifications to the urban design policies for development adjacent to Hurontario Street, policies to prohibit additional free-standing restaurants and financial institutions and policies to prohibit development with drive-throughs adjacent to Hurontario Street are required.

**ATTACHMENTS:**

- Appendix 1: Amended Gateway District Policies  
(recommended)
- Appendix 2: Urban Design Policies – Gateway District  
(recommended)
- Appendix 3: Land Use Policies - Gateway District  
(recommended)
- Under separate cover – Upper Hurontario Street Corridor – Review  
of Land Uses and Urban Design Guidelines, July 2005.

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Edward R. Sajecki  
Commissioner of Planning and Building

AMENDED GATEWAY DISTRICT POLICIES**MISSISSAUGA PLAN**

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Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Gateway District Policies of Mississauga Plan

**4.15 GATEWAY****4.15.1 Planning Context**

The Gateway District is located in the north-central part of Mississauga. The Official (Primary) Plan, approved by the Ministry of Housing on April 16, 1981 designated the area Prestige Industrial, Mixed Industrial and Commercial, General Industrial, Major Institutions, District Centre, Residential and Major Open Space.

City Plan, approved in 1997, establishes the boundaries of the Gateway District and identifies it as an Employment District, which contains primarily employment uses, as well as some commercial uses. **There is a large retail commercial centre located on the east side of Mavis Road, north and south of Britannia Road West, and other smaller retail commercial centres throughout the district.**

The majority of the lands south of Provincial Highway 401 are developed, while large portions of the lands north of Provincial Highway 401 are either vacant or used for agricultural purposes.

The Gateway District includes the following sub-watersheds: the Fletcher's Creek, the Etobicoke Creek, the Little Etobicoke Creek, the Cooksville Creek and the Carolyn Creek. Collectively, these areas constitute portions of the Credit River and the Etobicoke Creek watersheds.

The Fletcher's Creek is the most defined large scale feature within the District. The threatened fish species, Redside Dace, has been confirmed at two locations within the Fletcher's Creek.

Also within the District are two areas of mineral resource potential, where extraction is neither feasible nor advisable. Although these resources exist, other land use considerations prevail.

Two sites with potential contamination have been identified: one west of Kennedy Road and south of Courtneypark Drive East, and the other in the

northeast quadrant of Provincial Highway 401 and Kennedy Road.

**4.15.2 Development Concept**

~~The District Policies are intended to encourage prestige business employment development; accommodate a mix of manufacturing, research and development, office and commercial uses, as well as specific commercial development in certain areas along Hurontario Street.~~

**The District Policies are intended to encourage prestige development, accommodating a mix of manufacturing, distribution, research and development and office uses to take advantage of the system of highways and major roads and proximity to the airport. Limited retail commercial development is also permitted, but is directed to designated retail commercial centres.**

There are two large commercial facilities: one located on the east side of Mavis Road, north and south of Britannia Road West, and the other at the northeast corner of Matheson Boulevard East and Hurontario Street.

Forested areas serve an important function by attenuating and modifying surface flows, including providing opportunities for ground water recharge. They also serve as areas for habitat and visual amenities in an urban setting.

The Fletcher's Creek valley and adjacent vegetation, including tableland woodlands, are considered valuable as part of a greenways system. Particularly given the District's vicinity to Brampton, this system could be considered as a municipal connection. Greenways have many environmental benefits including wildlife movement corridors and habitat, flood and erosion management and temperature modulation. Public access may be permitted where it does not threaten the viability of the area. However, the actual visual presence of such features is beneficial to urban residents.

AMENDED GATEWAY DISTRICT POLICIES**MISSISSAUGA PLAN**

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Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Gateway District Policies of Mississauga Plan

**4.15.3 Land Use**~~4.15.3.1 The development of free-standing restaurants along Hurontario Street should:~~

- ~~a. minimize building setback from the streetline(s) while allowing adequate landscape and pedestrian space abutting the street;~~
- ~~b. provide for safe convenient pedestrian movement from the public sidewalk and on-site parking areas to the principal building entrance(s);~~
- ~~c. avoid parking between the front building entrance(s) and the municipal sidewalk;~~
- ~~d. provide for clarity and safety of vehicular circulation avoiding dead-ended and/or circuitous parking;~~
- ~~e. design and locate drive-thru lanes to minimize conflicts with pedestrians and provide for integration of the building with the abutting sidewalk and streetscape;~~
- ~~f. minimize the size and overt commercial character of signage and ensure its integration with architectural and landscape elements;~~
- ~~g. orientate the most active and architecturally detailed building facade to the public streets;~~
- ~~h. minimize visibility of service facilities from pedestrian walkways, patios spaces, abutting uses and public street.~~

**4.15.3.2 Business Employment**~~4.15.3.2.1 Notwithstanding the Business Employment Policies of this Plan, the following uses will not be permitted on land adjacent to Hurontario Street:~~

- ~~a. waste processing or transfer stations, and composting facilities;~~
- ~~b. trucking terminals;~~

~~4.15.3.2.2 Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:~~

- ~~a. motor vehicle body repair facilities;~~

~~4.15.3.3 Commercial~~~~4.15.3.3.1 Motor Vehicle Commercial~~~~If the lands designated Motor Vehicle Commercial are not used for motor vehicle commercial uses, these lands may be developed for the permitted uses of the abutting Business Employment designations without further amendment to this Plan.~~

AMENDED GATEWAY DISTRICT POLICIES**MISSISSAUGA PLAN**

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Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Gateway District Policies of Mississauga Plan

**4.15.4 — Transportation****4.15.4.1 — Road Classification****4.15.5 Transportation****4.15.5.1 Road Classification**

The transportation system for the District is illustrated on the Gateway District Land Use Map, and described in Table 1, Basic Road Characteristics, Gateway District.

<b>TABLE 1: BASIC ROAD CHARACTERISTICS, GATEWAY DISTRICT</b>				
<b>ROAD TYPE</b>	<b>NAME</b>	<b>SECTION</b>	<b>JURISDICTION</b>	<b>RIGHTS-OF-WAY*</b>
PROVINCIAL HIGHWAY	Provincial Highway 401	Mavis Road to Provincial Highways 403/410	Province of Ontario	
	Provincial Highway 410	North City boundary to Provincial Highway 401	Province of Ontario	
	Provincial Highway 403	Provincial Highway 401 to Matheson Boulevard East	Province of Ontario	
ARTERIAL	Derry Road East/Derry Road West	Fletcher's Creek to Provincial Highway 410	Region of Peel	45 m
	Courtneypark Drive East/Courtneypark Drive West	McLaughlin Road to Provincial Highway 410	City of Mississauga	35 m
	Britannia Road West	Mavis Road to Hurontario Street	Region of Peel	43.5 m
	Mavis Road	Provincial Highway 401 to Matheson Boulevard West	City of Mississauga	40 m
	Hurontario Street	North City boundary to approximately 160 m south of Matheson Boulevard East/Matheson Boulevard West (south limit of the Plan)	City of Mississauga	45 m
MAJOR COLLECTOR	Belgrave Road	Provincial Highway 401 at Mavis Road interchange right-of-way to Cantay Road	City of Mississauga	30 m

AMENDED GATEWAY DISTRICT POLICIES**MISSISSAUGA PLAN**

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Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Gateway District Policies of Mississauga Plan

<b>TABLE 1: BASIC ROAD CHARACTERISTICS, GATEWAY DISTRICT</b>				
<b>ROAD TYPE</b>	<b>NAME</b>	<b>SECTION</b>	<b>JURISDICTION</b>	<b>RIGHTS-OF-WAY*</b>
	McLaughlin Road	Fletcher's Creek to Matheson Boulevard West	City of Mississauga	30 m
	McLaughlin Road (Scenic Route)	Matheson Boulevard West to approximately 200 m north of Ceremonial Drive (south limit of the Plan)	City of Mississauga	26 m
	Hurontario West Collector	Topflight Drive to World Drive	City of Mississauga	30 m
	Edwards Boulevard	North City boundary to World Drive	City of Mississauga	26 m
	Whittle Road	Provincial Highway 401 at Hurontario Street interchange right-of-way to Matheson Boulevard East	City of Mississauga	26 m
MAJOR COLLECTOR	Kennedy Road	North City boundary to Matheson Boulevard East	City of Mississauga	30 m
	Topflight Drive	Hurontario West Collector to Hurontario Street	City of Mississauga	26 m
	World Drive	Hurontario West Collector to Edwards Boulevard	City of Mississauga	26 m
	Cantay Road/Avebury Road	Mavis Road to Matheson Boulevard West	City of Mississauga	30 m
	Britannia Road East	Hurontario Street to Kennedy Road	City of Mississauga	26 m
	Matheson Boulevard East/Matheson Boulevard West	Mavis Road to Provincial Highway 403	City of Mississauga	30 m
MINOR COLLECTOR	As shown on District Land Use Map		City of Mississauga	24-26 m
LOCAL ROAD	As shown on District Land Use Map		City of Mississauga	20-24 m

\* These are considered basic rights-of-way. At major intersections, grade separations, or major physical or topographical constraints, wider rights-of-way may be required to accommodate bus bays, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc.

AMENDED GATEWAY DISTRICT POLICIES**MISSISSAUGA PLAN**

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Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Gateway District Policies of Mississauga Plan

**4.15.4.2 Road System****4.15.5.2 Road System**

- a. Access to Hurontario Street and Mavis Road, in general will be limited to signalized intersections. Restricted right-in/right-out accesses along these arterial roads may be permitted. These arterial access/intersection points will be assessed in more detail at the development review stage. The Transportation and Works Department may require development concept plans.
- b. The merits of potential Provincial Highway interchange ramp connections with City roads will be examined in cooperation with the appropriate agencies, including the Provincial Government, at the following locations - Provincial Highway 401/Mavis Road, Provincial Highway 401/Hurontario Street, and Provincial Highway 407/Hurontario Street. This statement is intended to protect these potential ramp connections for future consideration and does not represent a commitment on the part of the Provincial Government.

**4.15.5 Special Site Policies****4.15.5.1 Introduction****4.15.6 Special Site Policies****4.15.6.1 Introduction**

There are sites within the District which merit special attention and are subject to the following policies.

**4.15.5.2 Site 1****4.15.6.2 Site 1**

The lands identified as Special Site 1 are bounded by Matheson Boulevard East, Hurontario Street, Watline Avenue and Whittle Road.

Notwithstanding the provisions of the Business Employment designation, the following additional policy will apply:

- a. all forms of ~~general~~ **retail** commercial uses, including **free-standing restaurants and financial institutions**, will be permitted, except: ~~motor vehicle commercial uses~~:
  - motor vehicle commercial uses; and
  - drive-throughs.



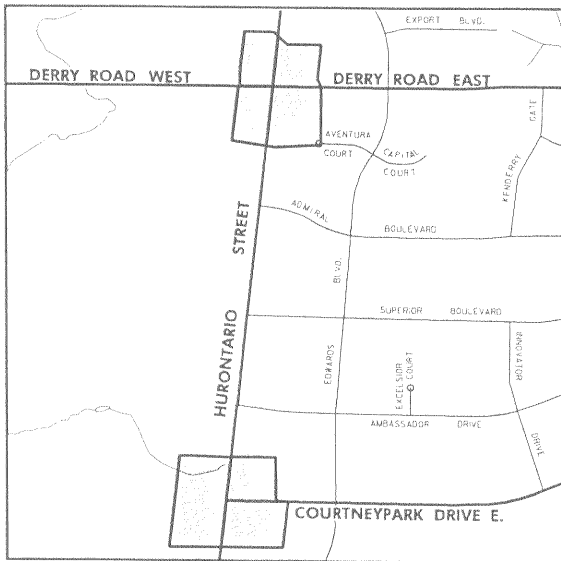
# MISSISSAUGA PLAN

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Gateway District Policies of Mississauga Plan

4.15.5.3 Site 2

4.15.6.3 Site 2



The lands identified as Special Site 2 are located at the four corners of Hurontario Street and Derry Road East/Derry Road West, and Hurontario Street and Courtney Park Drive East/Courtney Park Drive West.

Notwithstanding the Business Employment designation and the urban design policies in section 4.15.3.2 for on these lands, the following additional policies will apply:

- a. existing motor vehicle service station/gas bar sites at the southeast and southwest corners of Derry Road East/Derry Road West and Hurontario Street are recognized, but are encouraged to be redeveloped for other permitted uses;
- b. expansion of the existing motor vehicle service station/gas bar sites at the southeast and southwest corners of Derry Road East/Derry Road West and Hurontario Street will be permitted. As part of the expansion of the existing gas bar at the southeast corner of Derry Road East and Hurontario Street, a car wash will also be permitted;

- c. accessory **retail** commercial uses will generally be limited to a maximum of 30% of the total gross floor area (GFA);
- d. assembly of lands at the Hurontario/Derry intersection is encouraged;
- e. prior to development of the lands at the Hurontario/Derry intersection, an internal access concept will be prepared to the satisfaction of the Transportation and Works Department;
- f. these lands represent the principal intersections along the Hurontario corridor north of Provincial Highway 401 (Derry Road East/Derry Road West and Courtney Park Drive East/Courtney Park Drive West). Development abutting the intersections should highlight these locations as focal points within the streetscape, given their high profile and visibility.

~~From an urban design perspective, these lands should have the following functions in terms of the overall street image and activity:~~

**In addition to the urban design policies in section 4.15.3.2, these lands will be subject to the following:**

- **built form at the corners of these intersections should have prominence, occupy a majority of the streetline and be a minimum of 3 storeys;**
- **buildings with minimal frontal setbacks with active street-oriented elevations, main front doors and fenestration integrated with the landscape;**
- provide reference and orientation features along the street at points of increased vehicular and pedestrian traffic;

AMENDED GATEWAY DISTRICT POLICIES**MISSISSAUGA PLAN**

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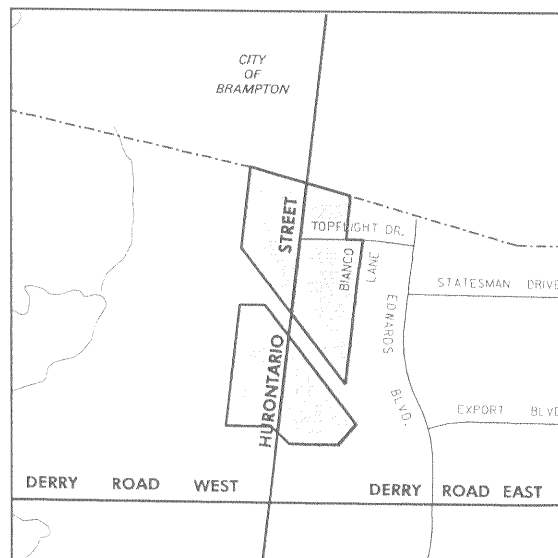
Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Gateway District Policies of Mississauga Plan

- facilitate transit use and interconnection between routes with related amenities for pedestrians;
  - establish a high quality image for the street at those points having greatest visibility and public exposure (i.e. where traffic stops or reduces in speed the peripheral elements of the streetscape have a greater impact on the street image);
  - should promote integrated high quality urban environments of a destination nature supportive of a concentration of office development;
- g. regard will be given to the design guidelines as outlined in the urban design manual entitled *Upper Hurontario Corridor - a Design Mandate for Excellence* during the processing of development applications.

4.15.5.4 — Site 3

4.15.6.4 — Site 3



The lands identified as Special Site 3, also known as the City Wide Gateway, are located on both sides of Hurontario Street, south of the northerly municipal boundary.

Notwithstanding the Business Employment designation **and the urban design policies in section 4.15.3.2 for** on these lands, the following additional policies will apply:

- a. expansion of the existing gas bar site on the east side of Hurontario Street, north of the electric transmission lines will not be permitted;
- b. a motor vehicle service centre will be permitted on the east side of Hurontario Street south of the electric transmission lines;
- c. ~~prior to development, an internal access concept will be prepared to the satisfaction of the Transportation and Works Department;~~

# MISSISSAUGA PLAN

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Gateway District Policies of Mississauga Plan

- c. prior to a development proposal, the applicant will provide a concept plan demonstrating internal traffic and pedestrian circulation to the satisfaction of the City;

- d. Special Site 3 should function as the primary "gateway" into Mississauga from Brampton and areas to the north. A "gateway" should promote distinctive built form, landscaping and street furniture elements as visual landmarks to identify the City entry and reinforce a quality image.

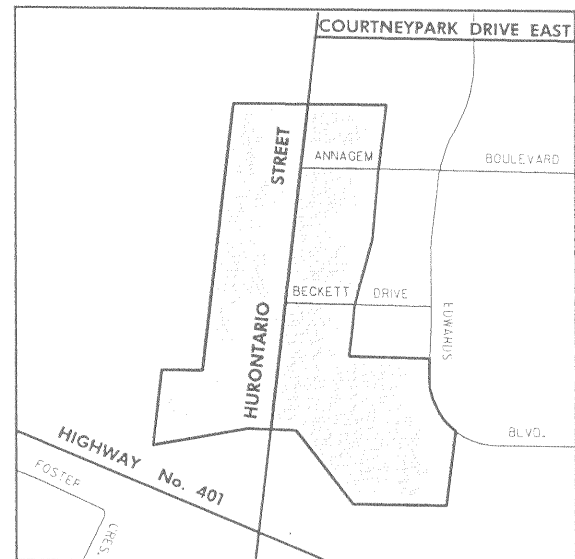
This location is the prime opportunity to initiate a "gateway" into a civic boulevard of this calibre over the longer term. The achievement of this goal will rely on distinctive elements in both the public boulevard (i.e feature planting, signage and decorative elements) as well as abutting development.

Built form in this location should not be seen as "background" development but should create distinctive landmarks by creative use of building massing, architectural features, higher buildings and integrated built form as a "signature" for Mississauga. Further, a transition should be provided between the highway scale of Provincial Highway 407 and the more urban scale of the street corridor through graduated change in setback, character and attention to design detail;

- e. regard will be given to the design guidelines as outlined in the urban design manual entitled *Upper Hurontario Corridor - a Design Mandate for Excellence* during the processing of development applications.

4.15.5.5 — Site 4

4.15.6.5 Site 4



The lands identified as Special Site 4, also known as the District Gateway, are located on both sides of Hurontario Street, north of Provincial Highway 401.

Notwithstanding the Business Employment and Motor Vehicle Commercial designations on these lands, the following additional policies will apply:

- a. the District Gateway should provide the principal entry feature into the abutting Business Employment areas from Provincial Highway 401 and areas to the south. Development in this area should promote a quality image for this business community and reinforce its upscale image as a corporate address and destination. Opportunities for secondary landmark buildings should be promoted in order to highlight the entry point and provide orientation points. Built form should provide for a transition in scale from the broad expanses of Provincial Highway 401 to the more contained urban corridor appropriate to Hurontario Street;

AMENDED GATEWAY DISTRICT POLICIES

# MISSISSAUGA PLAN

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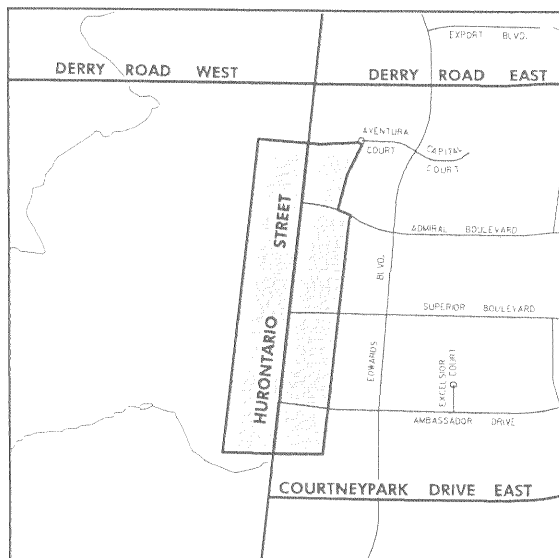
Specific policies in this section must be read in conjunction with all the policies in this Plan.

Gateway District Policies of Mississauga Plan

- b. regard will be given to the design guidelines as outlined in the urban design manual entitled *Upper Hurontario Corridor - a Design Mandate for Excellence* during the processing of development applications.

4.15.5.6 Site 5

4.15.6.6 Site 5



The lands identified as Special Site 5, also known as the urban corridor of Hurontario Street, are located on both sides of Hurontario Street south of Derry Road East/Derry Road West.

Notwithstanding the Business Employment designation on these lands, the following additional policies will apply:

- a. from an urban design perspective, development along the connecting urban corridors should establish a continuity of the urban fabric along the street and a defined "edge" and "frame" for the street volume.

The urban corridor of Hurontario Street should provide the common denominator of built form character linking the special features outlined above within a strong

overall theme. ~~Development along the urban corridor should be "background" in character with a general consistency in setback, height, and building street frontage.~~ **Buildings along the urban corridor should have a consistent setback, height and building street frontage.** These same elements of consistency should also provide a defined scale for the street and a visual frame for the street as a foundation for a quality image;

- b. the following general principles should apply to the urban corridor of Hurontario Street:

- broader streetline setback range on development with substantial landscape area;
- substantial building coverage oriented to streetline;
- active building frontages oriented to the public street by use of pedestrian entrances and fenestration to make the building activities an integral part of the street;
- encourage consolidation of vehicular entrances;
- "background" architecture to create a unified street frame;
- signage limited in scale and integrated with architecture (detailed guidelines have regard for *Hurontario Streetscape Guidelines - south of Highway 401*);

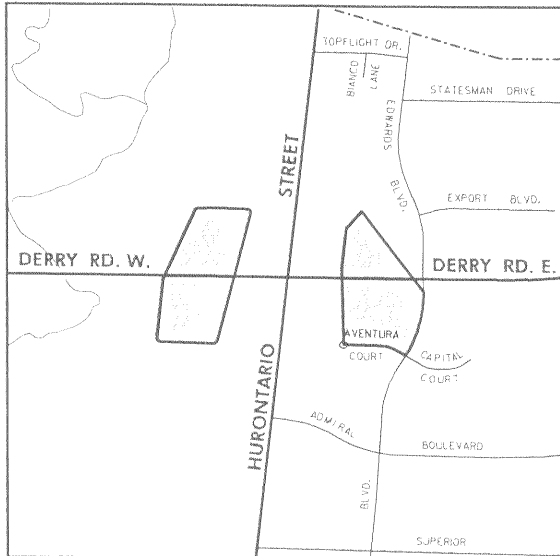
- c. regard will be given to the design guidelines as outlined in the urban design manual entitled *Upper Hurontario Corridor - a Design Mandate for Excellence* during the processing of development applications.

# MISSISSAUGA PLAN

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Gateway District Policies of Mississauga Plan

4.15.5.7 Site 6  
4.15.6.7 Site 6



The lands identified as Special Site 6, also known as the urban corridor of Derry Road East/Derry Road West, are located on both sides of Derry Road East/Derry Road West, east and west of Hurontario Street.

Notwithstanding the Business Employment designation on these lands, the following additional policies will apply:

- a. from an urban design perspective, development along the connecting urban corridors should establish a continuity of the urban fabric along the street and a defined "edge" and "frame" for the street volume.

The urban corridor of Derry Road East/Derry Road West should provide the common denominator of built form character linking the special features outlined above within a strong overall theme. ~~Development along the urban corridor should be "background" in character with a general consistency in setback, height and building street frontage.~~ **Buildings along the urban corridor should have a consistent setback, height and building street frontage.**

These same elements of consistency will also provide a defined scale for the street and a visual frame for the street as a foundation for a quality image;

- b. the following general principles should apply to the urban corridor of Derry Road East/Derry Road West:

- broader streetline setback range on development with substantial landscape area;
- substantial building coverage oriented to streetline;
- active building frontages oriented to the public street by use of pedestrian entrances and fenestration to make the building activities an integral part of the street;
- encourage consolidation of vehicular entrances;
- "background" architecture to create a unified street frame;
- signage limited in scale and integrated with architecture (detailed guidelines have regard for *Hurontario Streetscape Guidelines - south of Highway 401*);

- c. regard will be given to the design guidelines as outlined in the urban design manual entitled *Upper Hurontario Corridor - a Design Mandate for Excellence* during processing of the development applications.

AMENDED GATEWAY DISTRICT POLICIES**MISSISSAUGA PLAN**

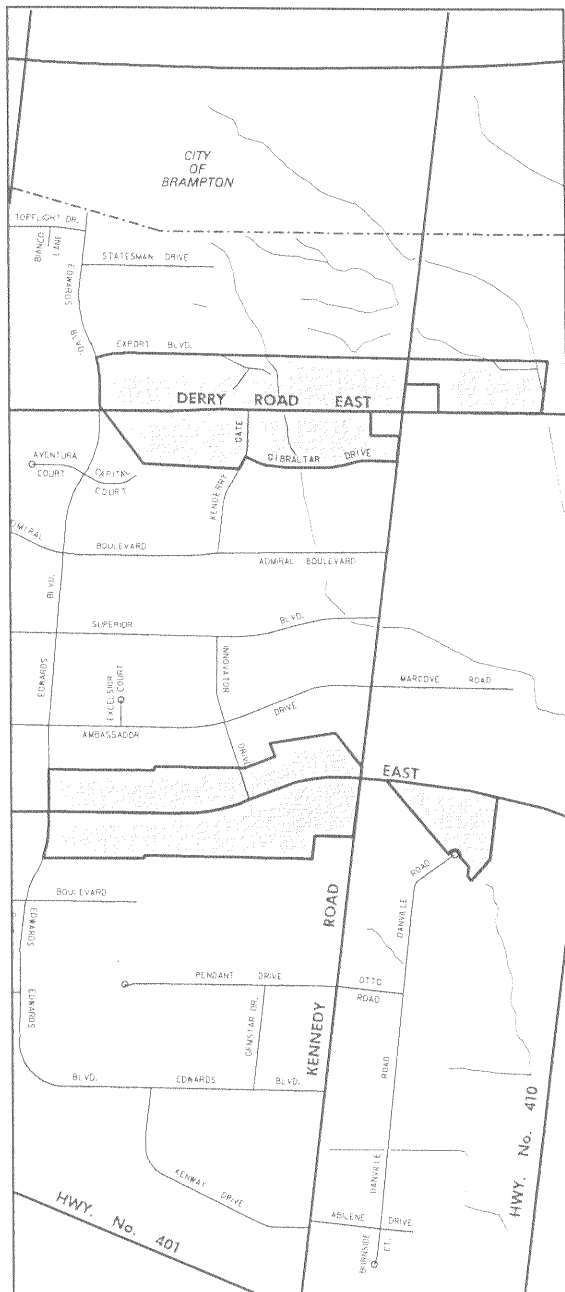
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Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Gateway District Policies of Mississauga Plan

4.15.5.8 — Site 7

4.15.6.8 Site 7



The lands identified as Special Site 7, are located on both sides of Derry Road East and Courtney Park Drive East between Provincial Highway 410 and Edwards Boulevard.

Notwithstanding the Business Employment designation on these lands, the following additional policies will apply:

- a. industrial uses which may have some outside storage, such as transportation related activities, and motor vehicle sales (including trucks and truck trailers), leasing, repairing and servicing, will be permitted;
- b. any site development plans will address the following built form expectations:
  - that the principal built form model is one of enclosure (i.e. as viewed from Derry Road East and Courtney Park Drive East) of the major portion of materials/trucks/truck trailers storage, service and docking uses by buildings and/or wing walls (e.g. in a quadrangle, "U" shaped or "T" shaped footprint);
  - that the street frontage, in linear terms, be defined by built form (i.e. buildings or projecting walls compatible with the architecture) to the greatest extent possible and maintaining a general consistent, and limited setback to relate the buildings both to each other and to the street edge (minimum guideline of at least  $\frac{2}{3}$  of the linear street frontage is to be occupied by building walls with a setback range of 4.5-13 m;
  - that street front building walls should be highly articulated by use of creative massing, entry features, fenestration, high quality materials and interesting roof form (unrelieved walls with no concession to the visual character of the street realm should be avoided);
  - that high profile locations such as intersections or gateway locations be recognized by the siting, design and height of respective buildings.

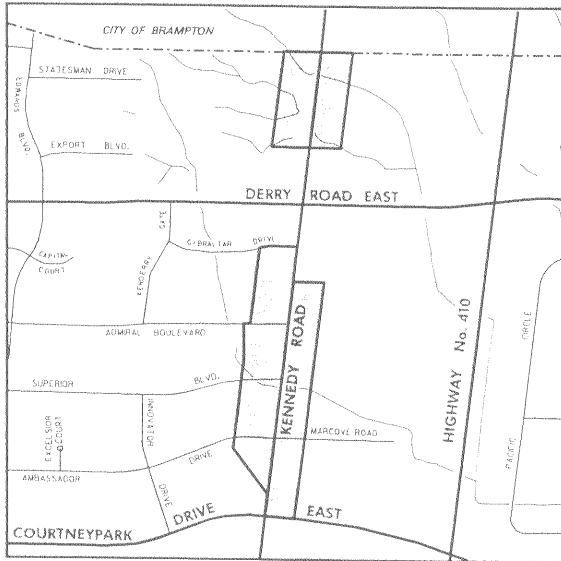
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# MISSISSAUGA PLAN

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Gateway District Policies of Mississauga Plan

4.15.5.9 — Site 8  
4.15.6.9 — Site 8



The lands identified as Special Site 8, are located on both sides of Kennedy Road, north and south of Derry Road East.

Notwithstanding the Business Employment designation on these lands, the following additional policy will apply:

- a. industrial uses which may have some outside storage, such as transportation related activities, and motor vehicle sales (including trucks and truck trailers), leasing, repairing and servicing, will be permitted.

4.15.5.10 — Site 9  
4.15.6.10 — Site 9



The lands identified as Special Site 9, known as the Hershey Centre, are located west of Provincial Highway 403, between Provincial Highway 401 and Matheson Boulevard East.

Notwithstanding the Open Space designation, the following additional policy will apply:

- a. land uses permitted within Special Site 9 include recreational and spectator facilities such as spectator arenas, outdoor stadiums, community arenas, and indoor sport complex, as well as complimentary uses such as, but not limited to, commercial uses, restaurants, sports medical clinic, health and fitness centre, accessory offices, and a hotel.

## AMENDED GATEWAY DISTRICT POLICIES

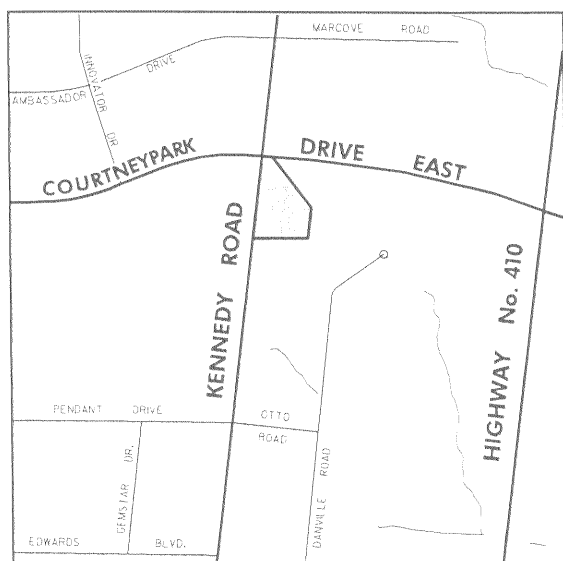
# MISSISSAUGA PLAN

Specific policies in this section must be read in conjunction with all the policies in this Plan.

### Gateway District Policies of Mississauga Plan

4.15.5.11 — Site 10

4.15.6.11 — Site 10



The lands identified as Special Site 10, are located at the southeast corner of Courtney Park Drive East and Kennedy Road.

Notwithstanding the Business Employment designation, the following additional policy will apply:

- a. a gas bar which may include a commercial kiosk, a car wash, a truck stop facility with accessory uses will be permitted.

#### APPEAL B6.

**Section 4.15.5, Special Site Policies,** the request for the addition of a new Special Site has been appealed to the OMB as it applies to the lands bounded by Derry Road West, Hurontario Street, Skyway Drive and Maritz Drive (Derry-Ten Limited).

#### Gateway District Land Use Map

Amended by:

#### APPEAL B6.

**Section 4.15, Gateway District Land Use Map,** the Business Employment Designation has been appealed to the OMB as it applies to the lands bounded by Derry Road West, Hurontario Street, Skyway Drive and Maritz Drive (Derry-Ten Limited).

#### Amendment 10

- Changing the road classification of Statesman Drive from a Minor Collector Road to a Local Road and of Export Boulevard from a Local Road to a Minor Collector Road.

#### Appeal B4 (OMB Order No. 0662)

- The OMB has dismissed the appeal of the Commercial Land Use Designations (Greater Toronto Airports Authority).

#### Appeal B12 (OMB Order No. 0662)

- The OMB has dismissed the appeal of the Business Employment Land Use Designations (Canadian Petroleum Products Institute).

#### Appeal B12 (OMB Order No. 0662)

- The OMB has dismissed the appeal of the Business Employment Designation as it applies to the lands located at the southwest and southeast corners of Hurontario Street and Derry Road West/Derry Road East (Canadian Petroleum Products Institute).

#### Appeal B18 (OMB Order No. 1169)

- The OMB has dismissed the appeal of the request for the addition of a new Node Boundary as it applies to the lands located in the southeast quadrant of Mavis Road and Highway 401 (Orlando Corporation).

#### Appeal B18 (OMB Order No. 1766)

- The OMB has dismissed the appeal of the roads and transit concept as it applies to the lands located in the northwest quadrant of Hurontario Street and Highway 401 (Orlando Corporation).





# MISSISSAUGA PLAN

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Gateway District Policies of Mississauga Plan

### 4.15.3 Urban Design

#### 4.15.3.1 General

The focus of these policies is to promote high quality urban design and built form. These policies are also intended to reinforce and enhance the image of Hurontario Street as the main north-south corridor through the City.

#### 4.15.3.2 Hurontario Street Corridor Development Policies

a. The purpose of the following urban design policies is to define principles for the physical form and character of Hurontario Street.

1. Encourage a high quality urban design in the built form which is distinctive and urban in character, and which contributes to the identity of Hurontario Street as a principal City thoroughfare.
2. Encourage a high standard of public and private realm streetscape design that is co-ordinated and comprehensive which includes street furniture, public art, building forecourts, open space, bus shelters, tree planting, and the sensitive location of utilities.
3. Ensure buildings are street-related with pedestrian entrances, active building elevations, and fenestration forming an integrated link between the building and the sidewalk.
4. Encourage the development of a unique Hurontario Street character, and enhance its image through the

creation of streetscape design, prominent intersections built form features, an integrated public and private realm and gateway features.

5. Orient the most active and architecturally detailed building facade to the public street by use of main entrances and a large percentage of fenestration addressing the streetscape.
6. Locate parking facilities at the rear and/or side of buildings instead of between the front of the building and the public street.
7. Design buildings with sufficient height, mass and width of street frontage to define and frame the street.
8. Complete the road system to improve cyclist and pedestrian movement, vehicular and servicing access, and to create usable and accessible development parcels.
9. Integrate the principal and the accessory uses, within individual buildings.
10. Encourage the continued development of varied and innovative prestige buildings.
11. Encourage development that provides a safe and convenient pedestrian environment that promotes the use of Hurontario Street as a major transit corridor.
12. Minimize building setbacks from the streetline(s) while balancing

URBAN DESIGN POLICIES - GATEWAY DISTRICT**MISSISSAUGA PLAN**

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Specific policies in this section must be read in conjunction with all the policies in this Plan.

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## Gateway District Policies of Mississauga Plan

- continuous landscaping between the building and the street and pedestrian linkages to the public sidewalk.
13. Encourage the appropriate transition of built form between buildings.
  14. Provide for safe, pleasant and convenient pedestrian movement from the public sidewalk and on-site parking areas to the principal building entrance(s).
  15. Discourage the fragmentation of land parcels that will inhibit the eventual development of employment uses. Encourage land consolidation, in particular at the principal intersections to facilitate useable development parcels.
  16. Priority will be given to pedestrian movement when accommodating both pedestrian and vehicular traffic. Design efficient parking facilities to avoid circuitous routes and dead end aisles.
  17. Encourage gateway treatments such as tall, prominent buildings located close to the street, distinctive landscape and streetscape treatment, entry features, distinctive buildings and rooflines.
  18. Encourage built form (outside the gateway and main intersection areas) to incorporate a high level of physical continuity, cohesion and linkage between buildings, from block to block, and from street to street.
  19. Create a sense of prominence at the main intersection of Hurontario Street by integrating features such as, tall, more distinctive buildings located close to the street, unique landscape and streetscape treatment, elevated and distinguishing rooflines.
  20. Internalize, screen and minimize visual impacts of the service and loading facilities from the streetscape(s), public view, pedestrian walkways, and abutting uses.
    - a. The submission of a concept plan will be required for all development applications to demonstrate how the urban design policies will be implemented.
    - b. Development applications will also have regard for the urban design guidelines in the urban design manual titled *Upper Hurontario Corridor - A Design Mandate For Excellence*.

*By* LAND USE POLICIES - GATEWAY DISTRICT

# MISSISSAUGA PLAN

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Specific policies in this section must be read in conjunction with all the policies in this Plan.

Gateway District Policies of Mississauga Plan

## 4.15.4 Land Use

### 4.15.4.1 Business Employment

**4.15.4.1.1** Notwithstanding the Business Employment Policies of this Plan, the following uses will not be permitted on land adjacent to Hurontario Street:

- a. waste processing or transfer stations, and composting facilities;
- b. trucking terminals;
- c. drive-throughs;
- d. free-standing financial institutions and free-standing restaurants of all types; and
- e. outdoor storage of materials.”

**4.15.4.1.2** Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:

- a. motor vehicle body repair facilities.

### 4.15.4.2 Motor Vehicle Commercial

If the lands designated Motor Vehicle Commercial are not used for motor vehicle commercial uses, these lands may be developed for the permitted uses of the abutting Business Employment designations without further amendment to this Plan.

# Upper Huronario Street Corridor

## Review of Land Uses and Urban Design Guidelines



**Planning & Building Department  
July 2005**



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3. Schedule 2, Urban Form Concept, Mississauga Plan
4. Special Sites 1-6 - Gateway District Policies, Mississauga Plan
5. Upper Hurontario Street Corridor – Existing Land Use and Zoning
6. Vacant Land and Traffic Zones
7. Upper Hurontario Street Corridor – Photographs – Existing Buildings
8. Upper Hurontario Street Corridor – Aerial Photograph

## **Upper Hurontario Street Corridor – Review of Land Uses and Urban Design Guidelines**

### **1.0 Introduction**

City Council expressed concerns that the policies of Mississauga Plan, the urban design guidelines, and zoning along the Upper Hurontario Street Corridor may not be aligned to achieve the design vision contained in Mississauga Plan and related design studies. Consequently, on May 26, 2004 City Council adopted the following Resolution 0136-2004:

“WHEREAS the uses permitted by the Business Employment designation under both City Plan and Mississauga Plan include, among other uses, restaurants and banks;

AND WHEREAS the range of permitted uses in the Business Employment designation under Mississauga Plan has been reduced from that under City Plan to exclude Arterial Commercial and Employment Commercial uses;

AND WHEREAS free-standing single-storey commercial buildings such as restaurants may become a predominant built form along major roads in Business Employment areas;

AND WHEREAS there is a concern that the design of this form of development which has occurred in these areas may not be achieving the design vision proposed by Mississauga Plan;

NOW THEREFORE BE IT RESOLVED THAT:

1. The Planning and Building Department undertake a review of the land uses and urban design guidelines for free-standing commercial single-storey buildings such as restaurants and banks along major roads, gateways and other areas of high visibility, in areas designated Business Employment.
2. The definitions of “Business Employment” and “Commercial” in Mississauga Plan be reviewed.”

This study focuses on the Upper Hurontario Street Corridor, as defined below. In order to review land uses and urban design guidelines for free-standing single-storey retail commercial uses, it was necessary to also examine the appropriateness of the vision for the Upper Hurontario Street Corridor to provide a framework for the review.

### **1.1 Background Information**

Boundaries of Study Area: Lands on both sides of Hurontario Street, north of Matheson Boulevard to the municipal boundary, generally to a depth of the major and minor collector road system parallel to both sides of the street, as shown on Appendix 1 (Gateway District Land Use Map).

Study Area:	Approximately 250 net ha (617 ac).
Natural Features:	Generally flat, with no significant natural features.
Official Plan Designation:	Most of the subject lands are designated “Business Employment”, with “Motor Vehicle Commercial” designations at the intersections of Hurontario Street with World Drive, Britannia Road East, and Matheson Boulevard East. A “General Commercial” site is designated on the north side of Watline Drive, east of Hurontario Street (see Section 3.2 (d) of this report for descriptions of land use designations).
Existing Land Use:	Office and employment uses; golf courses, automobile-related uses; free-standing retail commercial uses such as restaurants, financial institutions, motels, a supermarket and a movie theatre multi-plex.
Developed Area:	56% or 140 ha (346 ac).

## **2.0 Planning Vision**

The land use and urban design vision for the Gateway District is reflective of the name of the district as a primary employment area in the north-central part of the City and providing a “gateway” into Mississauga from the Mississauga/Brampton municipal boundary and south from Highway 401. The evolution of the planning vision is summarized in Appendix 2.

The land use development concept is based on creating a major employment area focussed on a combination of prestige office and business employment uses (industrial, manufacturing, warehousing, distribution) in conjunction with limited retail commercial uses to support both businesses and employees.

Hurontario Street is the major north-south spine running through the district. It is to be a civic boulevard intended to be “similar to University Avenue” in Toronto and is planned to function as the primary “gateway” into Mississauga from the north. As a “gateway” it is to promote distinctive built form, landscaping and street elements as visual land marks to identify the City entry and reinforce a quality image.



Over time Upper Hurontario Street has assumed a greater role as a major transit corridor, has been accepted as an important gateway and corridor from an urban design perspective, and planned office densities have increased. Planning policy has attempted to integrate transit-supportive, high density business employment and office development with a high profile urban design.

### **3.0 Land Use Policy**

#### **3.1 Mississauga Strategic Plan**

The following Strategic Plan objectives are relevant to the Upper Hurontario Street Corridor:

- to create a safe, well-designed City with an ultimate population of 780,000 with interesting architecture;
- to develop a regional employment centre in excess of 500,000 jobs;
- to provide a variety of opportunities in housing, employment, recreation, culture and social amenities;
- to promote a positive and progressive identity for Mississauga that is recognizable from other Canadian cities;
- to attract new businesses that offer good growth prospects and provide high-quality jobs; and
- to design the road network with regard for the importance of urban design, land use considerations, and the needs of all road users.

#### **3.2 Mississauga Plan**

##### **(a) Employment Goals and Objectives**

Section 2.3 of Mississauga Plan states that “Mississauga will encourage a range of employment opportunities reflective of the skills of the resident labour force”. Objectives refer to Mississauga being “a net importer of labour”, “increas(ing) office employment”, and “provid(ing) for a wide range of employment activities including industrial, office and limited accessory retail commercial uses”. This is consistent with City Council direction to encourage and give preference to employment applications. These goals and objectives also provide the basis for the City's approach to treat employment uses comprehensively; i.e., “employment uses” can encompass not only the manufacturing aspect, but also the head or administrative office, research, warehousing and other related uses.

(b) Schedule 2 - Urban Form Concept

Schedule 2 - Urban Form Concept, (Appendix 3) identifies the subject lands as forming part of an Employment Area, with a “Node” in the vicinity of the Hurontario Street/Highway 401 interchange. A “Major Transit Corridor” is identified along the entire length of Hurontario Street, which forms the north-south spine of the transit system, linking the east-west Major Transit Corridors on Eglinton Avenue and Dundas Street with the Milton and Lakeshore GO Transit commuter rail lines, and the nodes at the intersections of Hurontario Street with Eglinton Avenue, Dundas Street, and Lakeshore Road.

The subject lands are also within the Airport Operating Area, the policies for which prohibit the development, redevelopment and infill of residential and other sensitive uses due to high levels of aircraft noise.

(c) Nodes

Nodes, identified on Schedule 2 - Urban Form Concept, are to provide a focus for high intensity use for residential, retail commercial, employment and other activities. As indicated on Schedule 2, Nodes, as well as other components of the Urban Form, such as the City Centre, are not land use designations. Nodes represent an aggregation of land uses and are delineated to establish development conditions and design policies to encourage a high quality, compact and urban built form in key areas. Nodes, therefore, identify those geographic locations where it is sought to achieve a particular urban built form through the application of specific urban design policies.

Section 2.10.1.1 of Mississauga Plan states that a mix of housing, commercial, office and employment uses will be encouraged in Nodes, however, not all uses will be permitted in Nodes. The identification of land use designations is a function of the individual District Policies. The Node policies require, among other matters:

- high quality urban design, landscaping and pedestrian amenity;
- creation of a sense of gateway to the core area by prominent built form and landscaping located close to the street;
- built form should be closely related to, and integrated with, the streetline, with minimal building setbacks, to provide spatial enclosure and street-related activity; and
- no parking should be provided between the building and the streetline on principal street frontages.

(d) Gateway District Policies

The subject lands are entirely contained within the Gateway District. The Development Concept is “to encourage prestige business employment development, accommodating a mix of manufacturing, research and development, office and retail commercial uses, as well as specific retail commercial development in certain areas along Hurontario Street”.

The Gateway District Land Use Map (Appendix 1) identifies most of the subject lands as “Business Employment”, with “Motor Vehicle Commercial” designations at the intersections of Hurontario Street with World Drive, Britannia Road East, and Matheson Boulevard East.

A “General Commercial” site is designated on the north side of Watline Drive, east of Hurontario Street.

The exact boundaries of the Node are delineated from Matheson Boulevard to north of Courtney Park Drive, on both sides of Hurontario Street, generally to a depth of the major and minor collector road system parallel to both sides of the street.

i) Business Employment Policies

The following Business Employment uses are permitted along Hurontario Street:

- a. industrial uses, including, manufacturing, assembling, processing, fabricating, research and development, sales and service, warehousing, distributing and wholesaling;
- b. uses accessory to the permitted use;
- c. outdoor storage and display areas related to permitted industrial uses;
- d. offices;
- e. community uses, provided that public and private schools, day care facilities, hospitals, and nursing homes will not be permitted as a principal or accessory use within the LBPIA Operating Area;
- f. entertainment, recreation and sports facilities;
- g. transportation facilities;
- h. broadcasting, communication, and utility rights-of-way;
- i. hotels, motels, and conference centres;
- j. financial institutions;
- k. all types of restaurants, including banquet halls;
- l. motor vehicle rental facilities;
- m. motor vehicle commercial uses, but not in the Nodes.

ii) Motor Vehicle Commercial

The “Motor Vehicle Commercial” designation permits gas bars and service stations, car washes, minor motor vehicle repairs, and accessory retail commercial uses, including a take-out restaurant in conjunction with motor vehicle commercial uses. If the lands designated “Motor Vehicle Commercial” are not used for motor vehicle commercial uses, these lands may be developed for the permitted uses of the abutting Business Employment designations without amendment to the Plan.

iii) Restaurants and Financial Institutions

Free-standing restaurants are permitted along Hurontario Street, subject to the following specific policies in Section 4.15.3.1 designed to result in an urban, street-related and pedestrian-oriented built form:

*The development of free-standing restaurants along Hurontario Street should:*

- a. minimize building setback from the street line(s) while allowing adequate landscape and pedestrian space abutting the street;*
- b. provide for safe convenient pedestrian movement from the public sidewalk and on-site parking areas to the principal building entrance(s);*
- c. avoid parking between the front building entrance(s) and the municipal sidewalk;*
- d. provide for clarity and safety of vehicular circulation avoiding dead-ended and/or circuitous parking;*
- e. design and locate drive-thru lanes to minimize conflicts with pedestrians and provide for integration of the building with the abutting sidewalk and streetscape;*
- f. minimize the size and overt commercial character of signage and ensure its integration with architectural and landscape elements;*
- g. orientate the most active and architecturally detailed building facade to the public streets; minimize visibility of service facilities from pedestrian walkways, patios spaces, abutting uses and public street.®*

iv) Special Site Policies

Most of the study area is identified as being within a special site, as shown on Appendix 4. With the exception of Site 1, which permits retail commercial uses in addition to the uses permitted by the “Business Employment” designation, the special sites implement the overall design

framework of the “Upper Hurontario Corridor – A Design Mandate for Excellence” and “Streetscape Study - Hurontario Street, Matheson Boulevard to Highway 401”.

v) Definitions of “Business Employment” and “Commercial”

The term “Business Employment” originated with the report titled “City of Mississauga-Industrial Policy Review”, July, 1989, by Hemson Consulting Ltd. as an input to the Industrial Strategy for the Official Plan Review in the early 1990's. That study identified the following trends which resulted in the use of this terminology:

- industrial development in the GTA does not fit the stereotype of manufacturing, construction and other industrial uses often associated with suburban development;
- traditional industrial areas have been replaced with “employment areas” characterized by increased employment densities, excellent access to regional transportation routes, a large component of retail commercial and office employment, a number of small unit developments, and employees coming from all regions in the GTA;
- increased pressure for retail commercial uses such as retail warehouses which are not accommodated in traditional malls;
- retail commercial uses such as large scale entertainment or recreation, motor vehicle repair and services locate or are “dumped” in industrial areas because of a lack of suitable locations elsewhere in the City;
- people look for convenience retail commercial opportunities, including restaurants near their place of work;
- the provision of an attractive work environment, which includes convenience retail commercial and recreation amenities, is a concern to employers who want to attract a high quality labour force; and
- office activities in industrial areas provide a very different function than traditional office buildings. Firms wish to combine a sizable office component with manufacturing, research and development, and distribution functions at one location.

Based upon the foregoing, the term “Business Employment” was intended to be a broad range of business activities including industrial uses that fall within the production and distribution sectors, and offices with a limited amount of retail commercial and other uses. Public and institutional uses that fall within the public service sector are also permitted.

In Mississauga Plan, the designation “Business Employment” permits an integrated mix of business activities (office, manufacturing, warehousing assembling, fabricating, sales and service) within enclosed buildings but does not permit large scale retail commercial uses. A limited range of accessory retail commercial uses are also permitted, provided they are to be subordinate to and directly related to the functioning of the permitted use.

The term “Business Employment” best describes the trends and type of development which has occurred throughout the GTA, other employment areas in Mississauga and the study area. It provides sufficient flexibility and broad range of uses to permit the existing and anticipated future development within the study area. The use of the word “Business” is not, however, synonymous with commercial. There are many uses which operate as a business, such as private schools and day care centres, private golf courses or private cemeteries, which are not defined in Mississauga Plan as commercial, but are considered to be a community use (in the case of the private schools and day care) or open space.

“Commercial” is referenced in Mississauga Plan as “*establishments for the sale of goods and services, recreation, entertainment and accommodation to the general public*”. “Commercial” was intended to describe all forms of retail sales and the provision of services to their ultimate consumer. It was to represent a more flexible, realistic approach to commercial land use planning. However, upon further review, to alleviate apparent confusion, the term in Mississauga Plan should be replaced with “Retail Commercial” for all forms of retail sales and services.

The “Business Employment” and “Retail Commercial” terms will provide a clear distinction between employment and retail commercial activity.

### **3.3 Provincial Policy Statement**

The new Provincial Policy Statement came into effect on March 1, 2005. Relevant policies require:

- the provision of sufficient land to accommodate an appropriate range and mix of employment opportunities to accommodate growth projected for a time horizon of up to 20 years;
- prosperity and social well-being will be supported by providing opportunities for a diversified economic base, including maintaining a range and choice of available employment lands; and
- planning for, protecting and preserving employment areas.

Further, the PPS establishes a strong position on preserving employment lands. It states that *“planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion”*.

### **3.4 Draft Growth Plan for the Greater Golden Horseshoe**

The Draft Growth Plan for the Greater Golden Horseshoe (February, 2005) states: *“We need to ensure an adequate supply of land is available across the GGH to accommodate industrial uses in large areas separated from residential and other sensitive uses. These employment areas should be strategically located within urban areas near major transportation corridors or with good access to the U.S. border.... One of the challenges facing municipalities throughout the GGH is ensuring that employment areas are retained for industrial uses.”* The Draft Growth Plan policies include the following:

- encourage municipalities to designate and preserve lands in the immediate vicinity of existing major highways and international airports for employment uses; and
- direct major office development to areas where higher order transit services exist or are planned.

On June 13, 2005, Bill 136, the *Places to Grow Act 2005* received Royal Assent. The Act provides the legislative framework necessary for the government to designate any geographic area of the Province as a growth area and develop a growth plan in collaboration with local official and stakeholder groups.

### **3.5 Transportation Considerations**

The Transportation and Works Department comments as follows:

“The Hurontario Street transit corridor is the most successful local transit corridor in Mississauga and is an essential element of the overall transit network. The full impact of this corridor extends beyond the boundaries defined by this study area. The Brampton Transportation and Transit Master Plan has identified the need to develop higher-order transit options along Hurontario Street in Brampton just north of the study area as part of their AccelerRide program, with an inter-modal transit terminal at Highway 407 and strong linkages through the study area along Hurontario Street to Mississauga’s City Centre, and the proposed GO Bus Rapid Transit network planned to operate in the Highway 403 corridor.

The Mississauga Transit Strategy (2002) identified Hurontario Street as a Major Transit Corridor due to its existing transit usage, excellent transit linkages and potential ridership opportunities that could support the development of higher order transit options in the future. Mississauga Plan Policy 3.14.2.3 states that “Mississauga will encourage appropriate land uses and transit-supportive

development densities especially along major transit corridors”. Developing an efficient urban transit corridor, enhancing transit services and developing higher-order transit options requires the support of compatible land use development.

Compatible land use development for this corridor entails maximizing employment opportunities and densities adjacent to Hurontario Street and close to major nodes or intersections with Courtney Park Drive, Britannia Road, Derry Road and Matheson Boulevard. At the same time, the development of Edwards Boulevard and Maritz Drive as collector roads with plans to provide links to highway interchanges at Hurontario and 401/407 are intended to concentrate employment types with higher volume truck movements away from the Hurontario Street Corridor.

Urban design is an important component in creating transit supportive development through the location of buildings and pedestrian access points closer to the streetline and encouraging pedestrian activities. In addition, the current “Business Employment” designation allows for the provision of a range of subordinate mixed land uses along the overall corridor, which is beneficial in promoting transit ridership throughout the day and supporting related pedestrian activities.

It is important to encourage employment land uses and densities that provide the highest potential for transit usage to locate adjacent to Hurontario Street and promote the continued development of this important urban transit corridor.”

### **3.6 Land Use Policy: Conclusions**

The land use policies for the Upper Hurontario Street Corridor are still valid for the following reasons:

- They will result in the development of a major employment area which will expand employment opportunities to match the skills of the resident labour force in accordance with the planning vision in place since 1981;
- They implement the Mississauga Strategic Plan and support the objectives and strategies of the Province’s Draft Growth Plan for the Greater Golden Horseshoe and the policies of the new Provincial Policy Statement;
- They have the greatest potential to maximize transit usage along the Upper Hurontario Street Corridor, which is an essential element of the overall transit network;
- They are consistent with development trends in the GTA which have replaced industrial areas with “employment areas”. The development of restaurants, financial institutions, hotels and motels, recreation facilities and accessory retail commercial uses is compatible with and supports business employment development, and is also consistent with development trends in the GTA; and



- Although the definition of “Business Employment” remains valid, “Commercial” is confusing and should be replaced with “Retail Commercial” in Mississauga Plan.

#### **4.0 Urban Design Analysis**

Hurontario Street is a principal street and the main north-south axis through the City. It is envisioned as a distinctive civic boulevard having a high standard of built form and significant profile buildings.

Most of the land along Upper Hurontario Street Corridor remains undeveloped or at least not developed to its full potential. Moreover, development has occurred in a sporadic manner with large gaps between buildings. An overall urban design analysis/review is difficult, if not inconclusive, based on the limited amount and nature of development to date. Rather, the urban design analysis focuses on individual existing developments fronting onto Hurontario Street.

Also, many of the existing buildings along the Upper Hurontario Street Corridor were approved or built prior to the endorsement of the Gateway District Policies and the “Upper Hurontario Corridor – A Design Mandate for Excellence” urban design guidelines by City Council in 2000. The urban design analysis focuses on buildings built prior to and after the endorsement of these policies and guidelines.

#### **4.1 City Boundary Gateway - Special Site 3, Gateway District Policies**

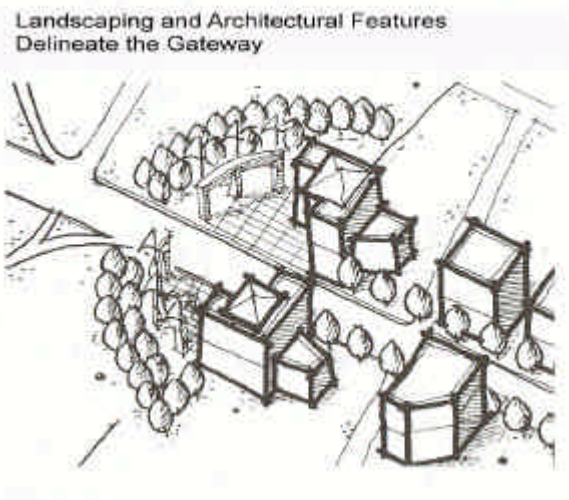
The lands identified in the Gateway District policies as Special Site 3, located on both sides of Hurontario Street, south of the northerly municipal boundary, are identified as a “City Wide Gateway”.

The Special Site 3 policies states that these lands should function as the primary “gateway” into Mississauga from Brampton and areas to the north. A “gateway” should promote distinctive built form, landscaping and street furniture elements as visual landmarks to identify the City entry and reinforce a quality image.

This location is a prime opportunity to initiate a “gateway” into a civic boulevard of this calibre over the longer term. The entry point should create an upscale image with massing and scale, and exemplify the City with high quality architecture and urban design.

The lands at the City boundary remain largely undeveloped with the exception of two existing retail commercial buildings and a service station on the east side of Hurontario Street, while on the west side of Hurontario Street there is a converted dwelling, all built prior to these policies and guidelines. A new hotel, which is under construction on the north east corner of Hurontario Street and Topflight Drive, meets the intent of the urban design vision as shown on Map 1, Appendix 7. However, given the existing conditions to date, the urban design vision for all of

the City Gateway has not been fully achieved. The existing development would not, however, preclude the vision from being realized.



City Boundary Gateway

#### **4.2 Major Urban Design Nodes - Special Site 2 - Gateway District Policies - Intersections of Derry Road/Hurontario Street and Courtney Park Drive/Hurontario Street.**

The lands identified as Special Site 2 are located at the four corners of Hurontario Street and Derry Road East/Derry Road West, and Hurontario Street and Courtney Park Drive East/Courtney Park Drive West.

In addition to policies pertaining to the service station and gas bars at Hurontario Street and Derry Road, the Gateway District Policies also indicate that these lands represent the principal intersections along the Upper Hurontario Street Corridor, north of Highway 401. Development abutting the intersections should highlight these locations as focal points within the streetscape, given their high profile and visibility. From an urban design perspective, the policies must address the functions of these sites in terms of the overall street image and activity.

These two major intersections represent focal points of high visibility and prominence in the Upper Hurontario Street Corridor. Development within and along the urban design nodes should be designed with buildings of high profile architecture and scale which frame and contribute to the streetscape.

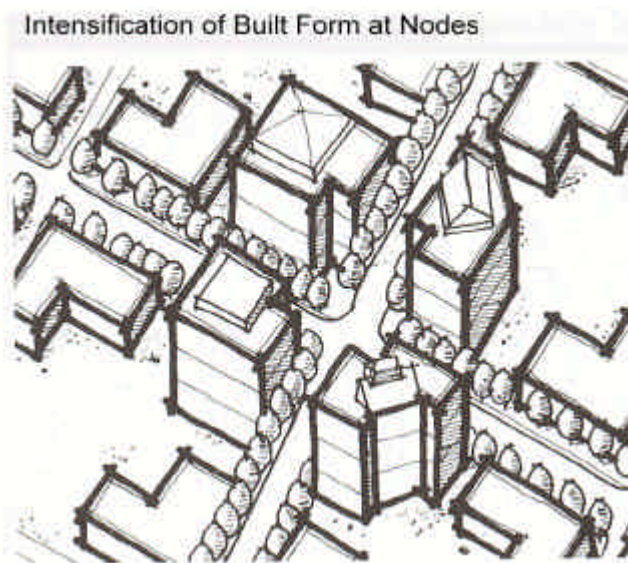
At the intersection of Hurontario Street and Derry Road, and within the urban design node, there are five separate one-storey buildings, the zoning for which was approved prior to the endorsement of the urban design vision. At the north-east corner of the intersection is a retail commercial/restaurant building, at the south-east and south-west corner are two gas bars, two other retail commercial buildings are located along east side of the Hurontario Street frontage, as

shown on Map 1, Exhibit 7

The north-west corner is undeveloped, with part of the intersection occupied by a heritage listed cemetery. These buildings do not achieve the design objectives given their lack of architectural prominence, distance from the street, massing and scale. Ownership is fragmented with small parcels of land, and land assembly would be required to achieve the urban design vision for more substantial buildings.

At the south-east corner of Hurontario Street and Courtney Park Drive, and within the urban design node, there are two single-storey free-standing restaurant buildings approved prior to the urban design vision and which form part of the larger movie theatre development. Both free-standing restaurants, although they contribute to the streetscape with active elevations in proximity to the street and parking located at the rear of the site, do not, however, create sufficient building mass and street line frontage for a prominent node/intersection.

If the two free-standing buildings on the theatre site are redeveloped in the future, the urban design vision could be achieved at this intersection. The other three corners of the intersection are undeveloped and the parcels are large enough to facilitate development.



Main Intersections

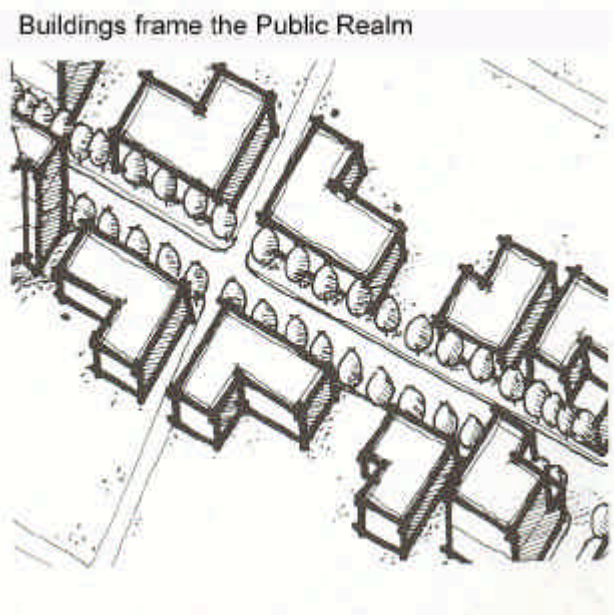
#### **4.3 Urban Corridor - Special Site 5 - Gateway District Policies**

The lands identified as Special Site 5, by the Gateway District policies, are identified as the urban corridor of Hurontario Street, and are located on both sides of Hurontario Street, south of Derry Road East/Derry Road West.

Development along the connecting urban corridors should establish a continuity of the urban fabric along the street and a defined "edge" and "frame" for the street volume. The urban

corridor of Upper Hurontario Street should provide the common denominator of built form character linking the special features outlined above within a strong overall theme. Development along the urban corridor should be uniform in character with a general consistency in setback, height, and building street frontage. These same elements of consistency should also provide a defined scale for the street and a visual frame for the street as a foundation for a quality image.

Although much of the lands along the corridor are undeveloped, there are four newer buildings built prior to the approval of the Gateway District Policies and urban design vision, and an existing designated heritage house, as shown on Maps 1 and 2, Appendix 7. The four newer buildings located on the east side of Hurontario Street generally achieve the urban design vision in that they are predominately two-storeys in height, occupy a majority of their frontage and are located close to the streetline. Since most of the land is undeveloped, the urban design vision along the corridor can be achieved.



Urban Corridor

#### **4.4 District Boundary Gateway - Special Site 4 - Gateway District Policies**

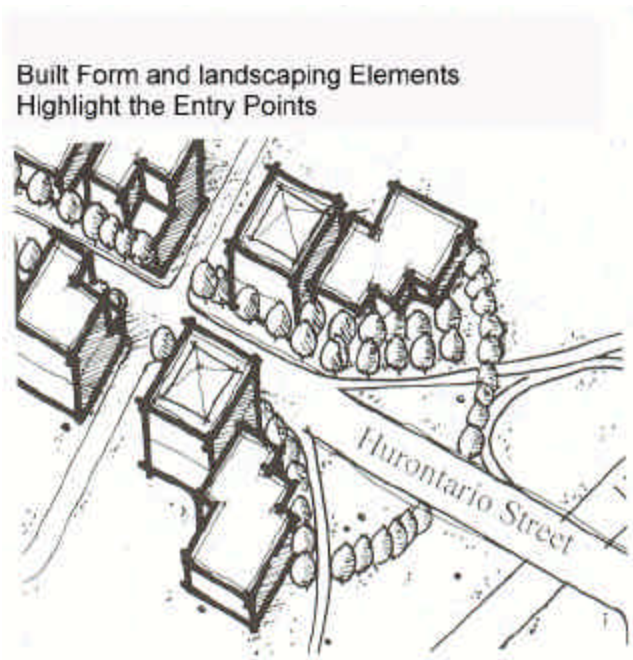
The lands identified as Special Site 4 in the Gateway District Policies, are identified as the “District Boundary Gateway”, and are located on both sides of Hurontario Street, north of Highway 401.

The District Boundary Gateway is intended to provide the principal entry feature into the abutting Business Employment areas from Highway 401 and areas to the south. Development in this area should promote a quality image for this business community and reinforce its upscale image as a corporate address and destination. Opportunities for secondary landmark buildings should be promoted in order to highlight the entry point and provide orientation points. Built form should provide for a transition in scale from the broad expanses of Highway 401 to the more contained

urban corridor appropriate to Hurontario Street.

The lands on the west side of Hurontario Street are predominately undeveloped but have recently been rezoned consistent with the urban design guidelines envisioned for this site. A heritage listed property is located at the north-west corner of Highway 401 and Hurontario Street. The east side of the street has a few remaining vacant parcels of land, seven existing buildings (two of which are free-standing buildings as part of the theatre complex) and, with the exception of one building, all were approved prior to the adoption of the District Policies and Urban Design vision, as shown on Map 2, Appendix 7.

The buildings generally achieve the intent of the guidelines, in that they face the street, are two-storeys high, and are in proximity to the streetline with most of the parking located to the rear or side of the buildings. With additional development on the west side of Hurontario Street, and with infilling of the gaps on the east side of the street, the urban design vision can still be achieved.



District Boundary Gateway

#### **4.5 Lands south of Highway 401 to Matheson Boulevard**

These lands are not identified as a special site in the Gateway District policies, but are subject to the design guidelines of the “Streetscape Study - Hurontario Street, Matheson Boulevard to Highway 401”.

The vision for the south end of the Upper Hurontario Street Corridor was to create a gateway for

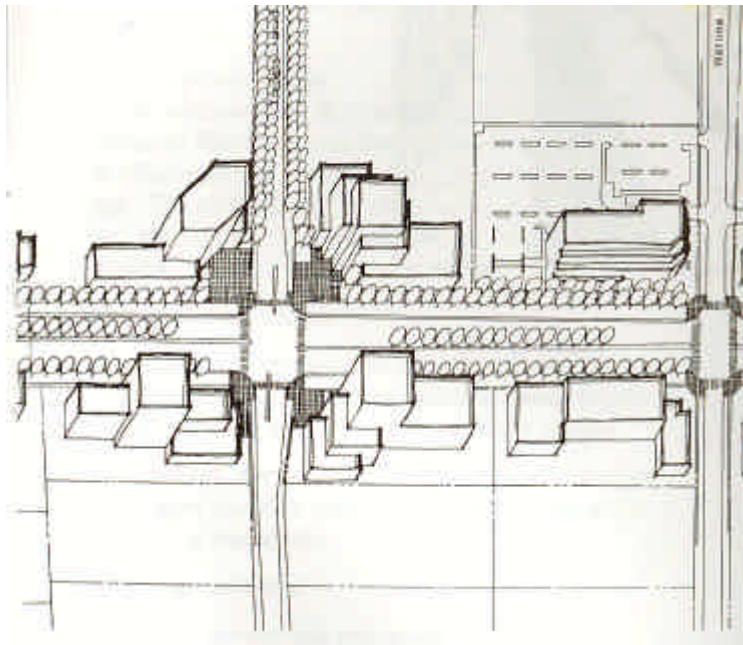


travellers entering and exiting Mississauga from Highway 401. The lands also serve as transition of built form from the City Centre to the south.

This south end of the study area has portions of land that are both well developed and undeveloped. The timeframes for the buildings vary from a designated heritage church and cemetery, to older and newer buildings. There are variations in built form and land use, from single-storey banks and drive-through restaurants, office towers, a retail commercial plaza, service stations, a supermarket and an institutional building.

As stated in the design guidelines, “Streetscape Study - Hurontario Street, Matheson Boulevard to Highway 401”, there are three focus areas: the gateways; urban room corridor; and the intersection nodes (as shown on Map 3, Appendix 7). Given the variety of built form, the lack of cohesion along the streetscape, the variation of building height, the inconsistency in building setbacks, the objectives of the guidelines have to date not been fully achieved. However, a number of the vacant parcels are of sufficient size which could develop in accordance with the vision.

Given the age of that document, it should be updated to reflect present development and be consolidated with the “Upper Hurontario Corridor - A Design Mandate For Excellence” design guidelines.



Lands South of Highway 401

#### **4.6 Urban Design Analysis: Conclusions**

Most of the lands along the Upper Hurontario Street Corridor, as shown on Appendix 6 and the aerial photographs in Appendix 8 are either undeveloped or a least not developed to their full

potential, or were developed prior to the approval of the Gateway District land use policies and urban design vision.

In view of this, and because development has occurred in a sporadic manner with large gaps between buildings, it is premature to determine whether or not the objectives of the urban design guidelines have been achieved. To achieve this vision over time, a greater quantity and quality of development is required. There is sufficient opportunity for more development which will:

- fill in the gaps with buildings that create a consistent streetline setback and greater cohesion of built form and massing;
- create signature and high quality buildings at the gateways;
- place prominent buildings at the intersection nodes;
- create buildings with greater height and significant street frontage to frame the street; and
- have entrances and fenestration facing the street to enliven the boulevards; parking areas to the rear and sides of buildings to improve the streetscape frontage; and distinctive architecture that showcases and promotes the image of Mississauga.

From an overall planning perspective, the policies in the Gateway District Plan, the zoning of the various parcel land blocks and the urban design guidelines should all be aligned to create the framework for the Upper Hurontario Street Corridor vision. The various site specific and general zoning by-laws pertaining to the study area allow for a diversity of land uses, different building setbacks and building performance standards that can, in instances, be at odds with the urban design guidelines and, therefore, should be re-examined.

#### i) Free-Standing Restaurants and Financial Institutions

A review of the existing free-standing restaurants and financial institutions has concluded that they have similar characteristics. The urban design analysis indicates that free-standing restaurants and financial institutions can partially contribute to the public boulevard with buildings close to the streetline, and active building elevations such as entrances, glazing and restaurant patios along the streetscape.

Free-standing restaurants and financial institutions are typically one-storey, do not occupy sufficient streetline frontage and are surrounded by hard surface parking. Free-standing buildings do not conform to the urban design vision as built form should be a minimum of two and three-storeys high, occupy a majority of the streetline frontage and should be of sufficient mass to frame and define the street. Based on the foregoing it is recommended that additional free-standing restaurants and financial institutions not be permitted along the Upper Hurontario Street Corridor.

## ii) Drive-Throughs

This review concluded that drive-throughs are inconsistent with the vision for the Upper Hurontario Street Corridor.

Drive-throughs create a separation between the building and the street, while generating an over reliance on vehicle circulation and stacking lanes and with less attention to a safe and convenient walking environment for pedestrians. Buildings with drive-throughs are sited not based on good urban design principles, that is with a strong front door connection to the street or a building located close the boulevard, but rather are designed to accommodate vehicle movement and stacking lane requirements.

Drive-throughs are designed with greater priority over pedestrian connections, wherein people walking from the street or internal to the site must cross through or around stacking lanes to connect with the main door of a building. The siting of the building must also accommodate service facilities, the combined effect of which is a car dominated environment where it is becoming increasingly difficult to walk and cycle within sites and between buildings.

Drive-throughs also generate a preponderance of hard surface areas; an over dependence on signage for direction; create visual clutter; and result in circuitous and ill defined vehicle, pedestrian and service circulation routes.

Consequently, it is recommended that buildings with drive-throughs be prohibited.

A review of Section 4.15.3.1 of Mississauga Plan, which is intended to guide the design and development of restaurants along Hurontario Street, has concluded that new urban design policies are required to better implement the urban design vision in a comprehensive fashion for all forms of development directly adjacent to Hurontario Street. Consequently, it is recommended that a new section, 4.15.3, Urban Design, be added to the Gateway District Policies as shown in Appendix 2 of the corporate report titled “Upper Hurontario Street Corridor – Review of Land Uses and Urban Design Guidelines” dated July 12, 2005 from the Commissioner of Planning and Building.

Furthermore, to prohibit outdoor storage of materials, additional restaurants and financial institutions, and drive-throughs, it is recommended that the list of prohibited uses in Section 4.15.3.2.1, Gateway District Policies, Business Employment, be amended by adding the following:

- c. drive-throughs;
- d. free-standing financial institutions and restaurants of all types; and
- e. outdoor storage of materials.



Finally, this review has identified minor amendments to the urban design policies for Special Sites 1, 2, 3, 5, and 6.

## **5.0 Zoning By-laws**

### **5.1 Existing Zoning By-laws**

Appendix 5 summarizes the existing land use and zoning provisions for each parcel of land on a block by block basis within the study area. Most of the lands are zoned for urban development except for parcels of land located:

- on the west side of Hurontario Street between Ambassador Drive and Admiral Boulevard; and
- on the west side of Hurontario Street, north of Derry Road West, which form part of Derrydale Golf Course. These lands are subject to rezoning and subdivision applications by GWL Realty Advisers Inc. to permit a 9-storey office building, and a mixture of business employment, manufacturing and industrial uses. Lands further to the north, adjacent to the municipal boundary, are subject to applications to amend the Official Plan and Zoning By-law by Eastern Power to permit a power generating station.

Most of the zoned lands are zoned “RCL1 Special Section”, which is a “Restricted Commercial” zone permitting the following uses:

- public or institutional uses such as government offices, hospitals, schools, art gallery and place of religious assembly;
- office buildings, hotels, private clubs, theatres and financial institutions; and
- miscellaneous uses such as a restaurant, drug store, barber shop, beauty salon, provided that any such use is contained within a building erected for a principal uses.

In addition to the foregoing uses, the special section zones expand on the range of permitted uses to permit, in some cases, a variety of retail commercial uses, as well as all types of restaurants, provided that they are not free-standing, unless otherwise permitted.

The special section zones also allow most uses permitted by the general provisions for industrial zones which include such retail commercial uses as restaurants, financial institutions, hotels and motels. This will permit the development of typical industrial malls, with restaurants and other accessory retail commercial uses fronting along Hurontario Street.

Free-standing restaurants are permitted on several parcels by virtue of the general provisions for industrial zones, or on a site specific exemption from the “RCL” zone provision which require that they be contained within a building erected for a principal use. As shown on Appendix 5, most of the lands which are zoned to permit free-standing restaurants are located on the east side of Hurontario Street, where most of lands fronting on that side of the street are zoned to permit them.

Other site specific retail commercial uses permitted in the study area include a supermarket; service stations; movie theatres; indoor recreation and entertainment uses; tire sales, service and installation.

## **5.2 Draft Comprehensive Zoning By-law**

The preparation of a revised comprehensive zoning by-law was initiated before this study was undertaken. This draft comprehensive by-law deletes many of the use permissions for restaurants and other uses in the study area, and revises some of the development standards, particularly front yard setbacks.

## **5.3 Zoning By-law: Conclusions**

The land use policies of Mississauga Plan have largely been implemented in the zoning by-law as most of the lands within the study area are zoned to permit a wide range of employment uses, as well as limited retail commercial uses, including free-standing restaurants on many parcels, to serve the needs of the businesses and employees. However, based on the urban design analysis, the zoning is not aligned with the urban design vision.

Therefore, it is recommended that the zoning by-laws for the vacant and developed land in the Upper Hurontario Street Corridor be amended in accordance with the land use policies and urban design vision with respect to land use, building height and building mass.

## **6.0 Existing Land Use and Employment**

Although most of the lands are zoned for urban development, approximately 44% (110 ha or 270 acres) of all the lands within the study area are vacant, which does not include two golf facilities which could be considered as an interim open space use. The remaining lands have been developed for office and employment uses; automobile related uses; free-standing retail commercial uses such as restaurants, financial institutions, motels, a supermarket and a movie theatre, as shown on Appendix 5. Appendix 7 illustrates some of the existing development along the Upper Hurontario Street Corridor.

There is a total of 249 900 m<sup>2</sup> (2,690,000 sq.ft.) of existing office development in the Gateway Planning District, accommodating approximately 8,000 employees, or 80 % of all employment in the study area.

In 2003, Hemson Consulting Limited, on behalf of the Planning and Building Department, completed long term population, housing and employment forecasts based on the 2001 Census. The following is a summary of the relevant findings of the forecasts.

The forecasts concluded that the nature of employment growth in Mississauga will change as the City's employment areas continue toward full development. As this occurs, an increasing share of employment growth will be in the office sector. Mississauga's role will shift as its supply of greenfield employment land is depleted. Strong economic growth in the GTA means that employment lands in Mississauga will be largely built out in the next 10 to 15 years, though the City will accommodate new office development and employment providing services to a still growing population.

However, the study concluded that "given the coming land constraints in employment land areas, it is especially important for Mississauga to maintain its competitive position in the office market in order to maintain a growing employment base, though its market share of new office development will moderate". Of particular importance to the study area is that "Redevelopment for office uses is unlikely to occur in a substantial amount in Mississauga during the forecast period. Outside of downtown Toronto, the office market has a strong preference for greenfield sites rather than redevelopment sites".

Studies undertaken by Mississauga in the past have found that there are no longer abundant contiguous industrial parcels of land greater than 10 ha (25 acres) or more throughout the City. The City's inventory of vacant employment land confirms this conclusion that it is predominantly composed of smaller parcels of land, generally less than 5 ha (12.4 acres) in size. As the supply of reasonably sized industrial parcels of land is exhausted, the City may lose its ability to attract major industrial enterprises as the selection of prime development sites decrease. In addition, existing businesses requiring large facilities and larger sites could be forced to locate outside of the City. Prime examples of larger employment sites that have recently attracted significant developments include the Supply Chain Management warehouse distribution facility (west of Maritz Drive, south of Derry Road West), Bell Mobility and the TD Canada Trust office complex (north and south of Eglinton Avenue East, respectively, east of Fieldgate Drive).

## **6.1 Land Use and Employment: Conclusions**

Studies by Hemson Consulting Limited indicate that Mississauga's employment lands will be largely built out in the next 10 to 15 years. After 2011, Mississauga will be meeting land constraints in its most attractive office employment areas: Airport Corporate Centre, Gateway and Meadowvale Business Park. Given the predicted land constraints in employment land areas as greenfield sites disappear, the studies conclude that it is especially important for the City to maintain its competitive edge.

Although not all of the lands within the study area may be required for office purposes, they will nonetheless be required for other types of business employment purposes. The study area is an important component of the City's vacant business land portfolio, and is key in maintaining the City's competitive edge in attracting new development.

The subject lands exhibit the attributes which make them desirable for other business employment purposes, contributing to the development of Mississauga as a major employment centre in the GTA:

- ▶ large vacant serviced parcels, with no significant development constraints such as natural features, contamination or adjacent residential uses;
- ▶ proximity to Lester B. Pearson International Airport;
- ▶ adjacent to a major inter - municipal road corridor (Huronario Street) with access to other arterial roads: Britannia Road, Derry Road and Courtney Park Drive;
- ▶ direct access via 5 interchanges to Highways 401, 403, 407 and 410. These highways provide direct links to business opportunities throughout the GTA, all points in Ontario and parts of Quebec, and border connections with the United States; and
- ▶ visibility to Highway 401.

If the study area is not considered suitable for development for business employment purposes, the only other alternative land use is large scale retail commercial, which would not be consistent with the Strategic Plan, Mississauga Plan and the urban design guidelines.

## **7.0 Recommendations**

That a public meeting be held at the Planning and Development Committee to consider the following recommendations of the report titled "Upper Hurontario Street Corridor – Review of Land Uses and Urban Design Guidelines" dated July 12, 2005 from the Commissioner of Planning and Building:

- a) That Section 3.5, Commercial, in Mississauga Plan and all other relevant references to "Commercial" be replaced by "Retail Commercial";
- b) That Section 4.15, Gateway District Policies, in Mississauga Plan, be amended as shown in Appendix 1, Amended Gateway District Policies, of the Corporate Report titled "Upper Hurontario Street Corridor – Review of Land Uses and Urban Design Guidelines" dated July 12, 2005 from the Commissioner of Planning and Building (changes shown in ~~strike-out~~ and **additions in bold**; *Italics* in the following recommendations refer to additions):

- i) adding the following sentence to the second paragraph in section 4.15.1, Planning Context: *“There is a large retail commercial centre located on the east side of Mavis Road, north and south of Britannia Road West, and other smaller retail commercial centres throughout the district”*;
- ii) replacing the first paragraph in section 4.15.2, Development Concept, with:  
  
*“The District Policies are intended to encourage prestige development, accommodating a mix of manufacturing, distribution, research and development and office uses to take advantage of the system of highways and major roads and proximity to the airport. Limited retail commercial development is also permitted, but is directed to designated retail commercial centres”*;
- iii) deleting section 4.15.3, Land Use;
- iv) adding a new section 4.15.3, Urban Design, attached as Appendix 2, Urban Design Policies-Gateway District of the Corporate Report titled “Upper Hurontario Street Corridor – Review of Land Uses and Urban Design Guidelines” dated July 12, 2005 from the Commissioner of Planning and Building;
- v) adding a new section 4.15.4, Land Use, attached as Appendix 3, Land Use Policies Gateway District of the Corporate Report titled “Upper Hurontario Street Corridor – Review of Land Uses and Urban Design Guidelines” dated July 12, 2005 from the Commissioner of Planning and Building;
- vi) renumbering section 4.15.4, Transportation, to section 4.15.5, Transportation, and all subsequent sections;
- vii) amending section 4.15.5, Special Site Policies, section 4.15.5.2, Site 1, as follows:

**“4.15.6.2 Site 1**

The lands identified as Special Site 1 are bounded by Matheson Boulevard East, Hurontario Street, Watline Avenue and Whittle Road.

Notwithstanding the provisions of the Business Employment designation, the following additional policy will apply:

- a. all forms of *retail* commercial uses, *including free-standing restaurants and financial institutions* will be permitted, except:
- motor vehicle commercial uses; and
  - *drive-throughs.*”
- viii) amending the second paragraph in section 4.15.5.3, Site 2, to read as:
- “Notwithstanding the Business Employment designation and the urban design policies in section 4.15.3.2 for these lands, the following additional policies will apply:
- ix) amending section 4.15.5.3, Site 2, (c) to add the word retail before commercial;
- x) amending section 4.15.5.3, Site 2, (f) by deleting the second paragraph and adding the following after the first paragraph:
- “In addition to the urban design policies in section 4.15.3.2, these lands will be subject to the following:*
- *built form at the corners of these intersections should have prominence, occupy a majority of the streetline and be a minimum of 3 storeys;*
  - *buildings with minimal frontal setbacks with active street- oriented elevations, main front doors and fenestration integrated with the streetscape;”*
- xi) amending the second paragraph in section 4.15.5.4, Site 3, to read as follows:
- “Notwithstanding the Business Employment designation and *the urban design policies in section 4.15.3.2* for these lands, the following additional policies will apply:”
- xii) amending section 4.15.5.4, Site 3, by deleting (c) and replacing it with:

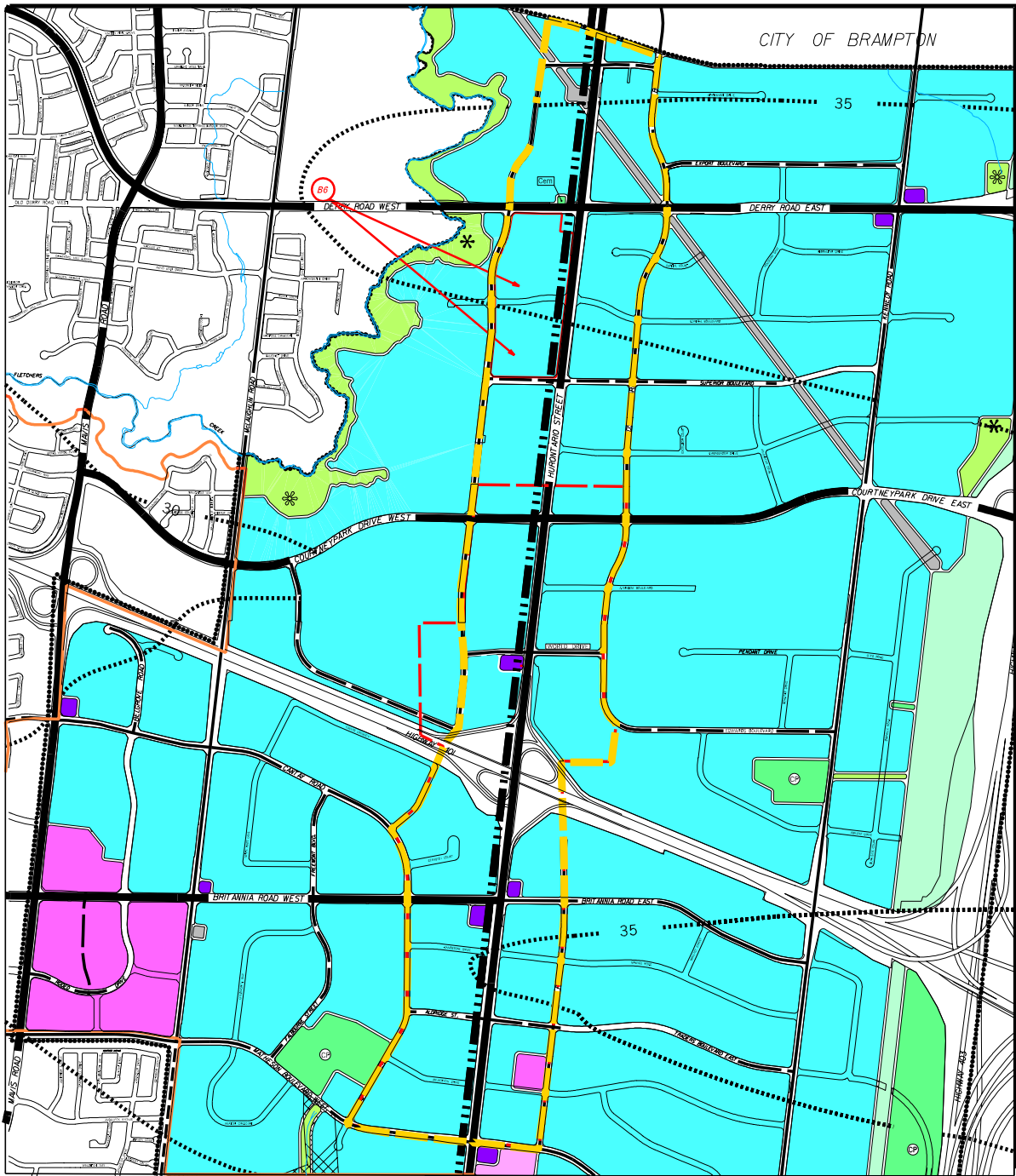
*“prior to a development proposal, the applicant will provide a concept plan demonstrating internal traffic and pedestrian circulation to the satisfaction of the City”.*

- xiii) amending sections 4.15.5.6, Site 5, (a) and 4.15.5.7, Site 6, (a) by deleting the second sentence in the second paragraph and replacing it with:

*“Buildings along the urban corridor should have a consistent setback, height and building street frontage.”*

- c) That the Zoning By-law for lands in the Upper Hurontario Street Corridor be amended in accordance with the land use policies and urban design vision with respect to land use, building height and building mass as contained in the report titled “Upper Hurontario Street Corridor – Review of Land Uses and Urban Design Guidelines” July, 2005 from the Commissioner of Planning and Building.

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








**PART OF GATEWAY DISTRICT LAND USE MAP**  
**GATEWAY DISTRICT POLICIES OF MISSISSAUGA PLAN**










**LAND USE DESIGNATIONS**

-  General Commercial
-  Motor Vehicle Commercial
-  Business Employment
-  Open Space
-  Greenbelt
-  Parkway Belt West
-  Utility

**TRANSPORTATION LEGEND**

-  Provincial Highway and Interchange
-  Arterial
-  Major Collector
-  Major Collector (Scenic Route)
-  Minor Collector
-  Local Road
-  Major Transit Corridor

**LAND USE LEGEND**

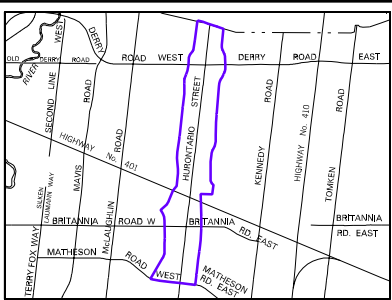
-  Regulatory Floodplain
-  LBPIA Operating Area Boundary – See Aircraft Noise Policies  
Note: In Gateway, all lands are within the LBPIA Operating Area
-  Node Boundary
-  CP – City Park
-  Cem – Cemetery
-  Existing Stormwater Management Facility
-  Proposed Stormwater Management Facility
-  1996 NEP/2000 NEF Composite Noise Contours
-  Planning District

Note:  
The 1996 Noise Exposure Projection (NEP/2000 Noise Exposure Forecast (NEF) Composite Noise Contours are shown for information purposes only and are not part of the District Land Use Map. These contours will change from time to time as new information becomes available.  
For accurate reference the composite NEP/NEF map produced by Transport Canada at a scale of 1:50 000 should be consulted.

 UPPER HURONTARIO STREET CORRIDOR BOUNDARY

**B6** Appealed to the Ontario Municipal Board

**SUBJECT:**  
**UPPER HURONTARIO STREET CORRIDOR**



**FILE NO:**  
**HUR\_COR**

**DWG. NO:**  
**HUR\_SPSITES**

**SCALE:**  
**NTS**

**DATE:**  
**2005 06 27**

**DRAWN BY:**  
**W. FINLAY**

**APPENDIX 1**

 **MISSISSAUGA**  
Planning and Building

Produced by  
T&W, LIS



## **Chronology: Development of a Planning Vision for the Upper Hurontario Street Corridor**

### **1. Primary (Official) Plan 1981**

The 1981 Primary (Official) Plan was directed at establishing an identity for Mississauga appropriate to its role as a regional centre. At that time, growth in employment had not kept up with population growth, resulting in an imbalance particularly in office employment relative to the labour force, that led to in considerable commuting to and from jobs in Mississauga. Consequently, the key elements of the General Concept for Mississauga included:

- the expansion of employment opportunities to match the skills of the resident labour force;
- the expansion of office employment by the designation of employment centres;
- the objective to foster a local identity through the development of a City Centre and local centres; and
- development that would support a high level of public transit.

Stemming from this Strategic Policy, the 1981 Official Plan identified the study area as an Intermediate Office Centre, the exact scale and location of which was to be determined by Secondary Plans.

### **2. Britannia East and West, and Derry Secondary Plans**

The Upper Hurontario Street Corridor was subject to three Secondary Plans - Britannia East and Britannia West (south of Highway 401) and Derry (north of Highway 401) which were approved by City Council in 1980, 1984 and 1985, respectively.

Based upon the general concept of the Primary Plan, these plans proposed the establishment of an employment centre in the north-central part of the City. Consequently, they proposed primarily “Prestige Industrial” development, and identified the lands fronting on both sides of Hurontario Street as an “Intermediate Office Centre”, which would permit primarily office development at a density greater than .5 FSI, together with restaurant, and other retail commercial uses primarily for the convenience of local businesses. Free-standing restaurants would be permitted subject to design policies; convenience restaurants would only be permitted in restaurant campuses, or within industrial malls and office buildings.

### **3. Streetscape Study - Hurontario Street, Matheson Boulevard to Highway 401**

The need to develop a unified urban design vision for the study area was identified in 1988 when the study titled “Streetscape Study - Hurontario Street, Matheson Boulevard to Highway 401” was completed. That study identified Upper Hurontario Street, south of Highway 401 to Matheson Boulevard as a major gateway to Mississauga which built upon the Secondary Plan concept of developing Upper Hurontario Street as a high profile “showcase” corridor leading to the City Centre. It envisioned the development of three sub-areas in this part of the corridor:

- the Gateway, on both sides of Upper Hurontario Street, just south of Highway 401, where a gateway effect could be achieved with high density office towers on both sides of the street;
- the development of an "urban room" south of Britannia Road with a continuous building frontage of 60% to 70% of the Upper Hurontario Street frontage to create urban walls and with building heights of at least 4 storeys; and
- a “transitional node” at Matheson Boulevard to provide a compatible link with the residential area to the south.

Further, the study noted that prominent corners required an “urban corner” treatment and that uses such as gas stations and drive-through restaurants, because they detract from streetscape quality, should be discouraged at important intersections (Hurontario Street at Britannia Road, Traders Boulevard and Matheson Boulevard).

### **4. City Plan 1997**

The 1997 City Plan was directed to the achievement of a compact urban form, supportive of public transit, characterized by centres, corridors and local communities. One of its major objectives was to increase office employment by identifying a series of Employment Centres, to provide a focus of employment activity for the surrounding area. These centres would be served by buses and, in some cases, by GO Transit. Lands in the vicinity of Upper Hurontario Street and Highway 401 were identified as an Employment Centre (Nodes), as shown on the attached Schedule 2, Urban Form Concept (see Appendix 3).

City Plan envisioned an office hierarchy, which would consist of City Centre, Secondary and Tertiary Office Centres, the exact location of which would be delineated by District Plans.

Hurontario Street was identified as a Major Transit Corridor, which forms the north-south spine of the transit system, linking with the Transitway, the City Centre, and the Multiple Use Centres at the intersections of Hurontario Street with Eglinton Avenue, Dundas Street, and Lakeshore Road.

## **5. “Upper Hurontario Corridor - A Design Mandate For Excellence”**

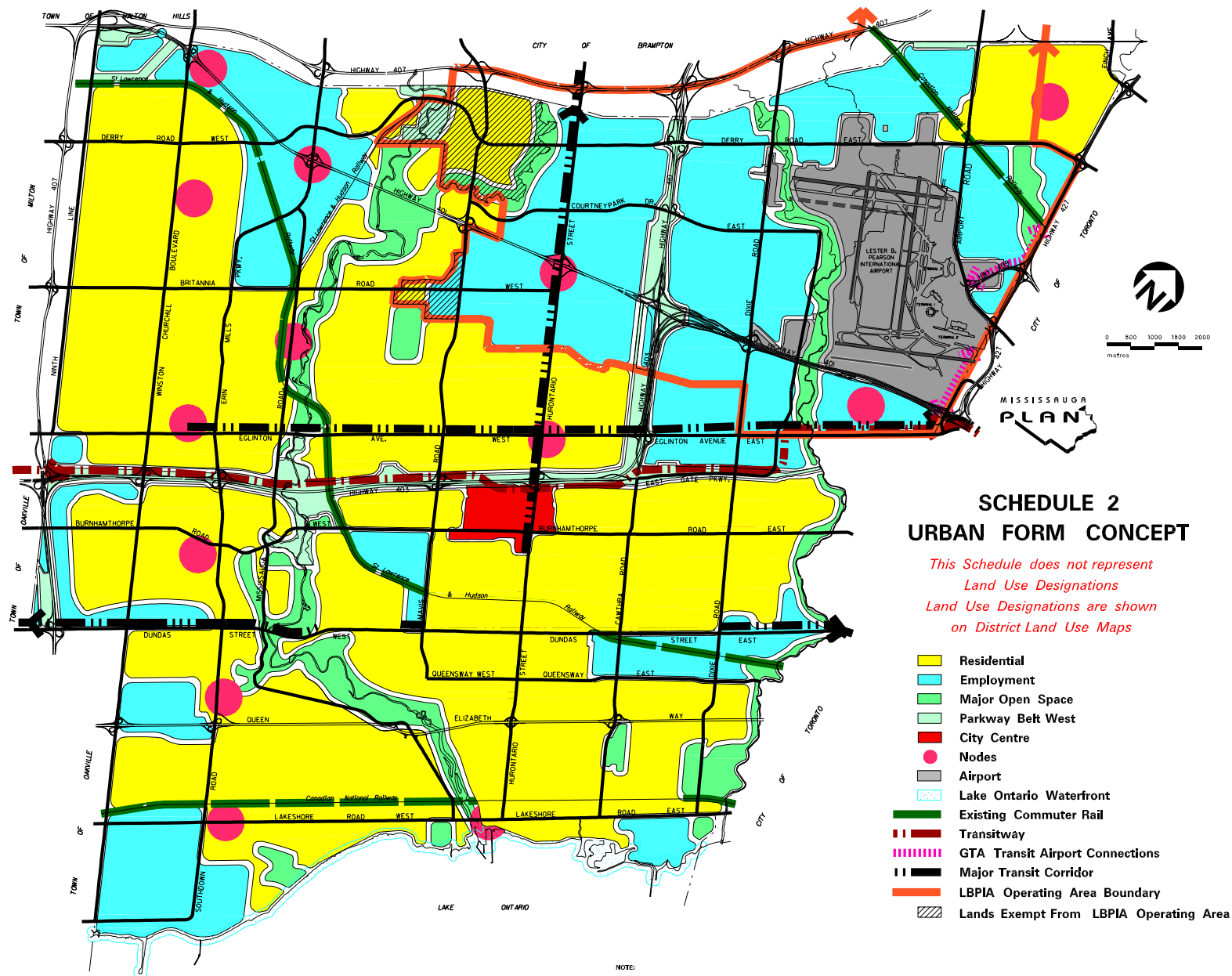
In 2000, City Council endorsed the Planning and Building Department report “Upper Hurontario Corridor - A Design Mandate For Excellence”. The study identified that the creation of a prestigious entry corridor for Mississauga is critical for both the image of the City and continued business investment. It concluded that the appropriate development model is an amalgam of both urban and suburban forms. Urban in that the street should be framed by quality architecture having a high level of continuity, street presence and a dynamic space more destination in nature than a pass through area. Suburban in that the street is broad, with a substantial landscape component, that has practical needs to accommodate the automobile with convenient and accessible parking. The urban design framework broke the corridor into components: City and District gateways, major intersection nodes or focal points, and an urban corridor.

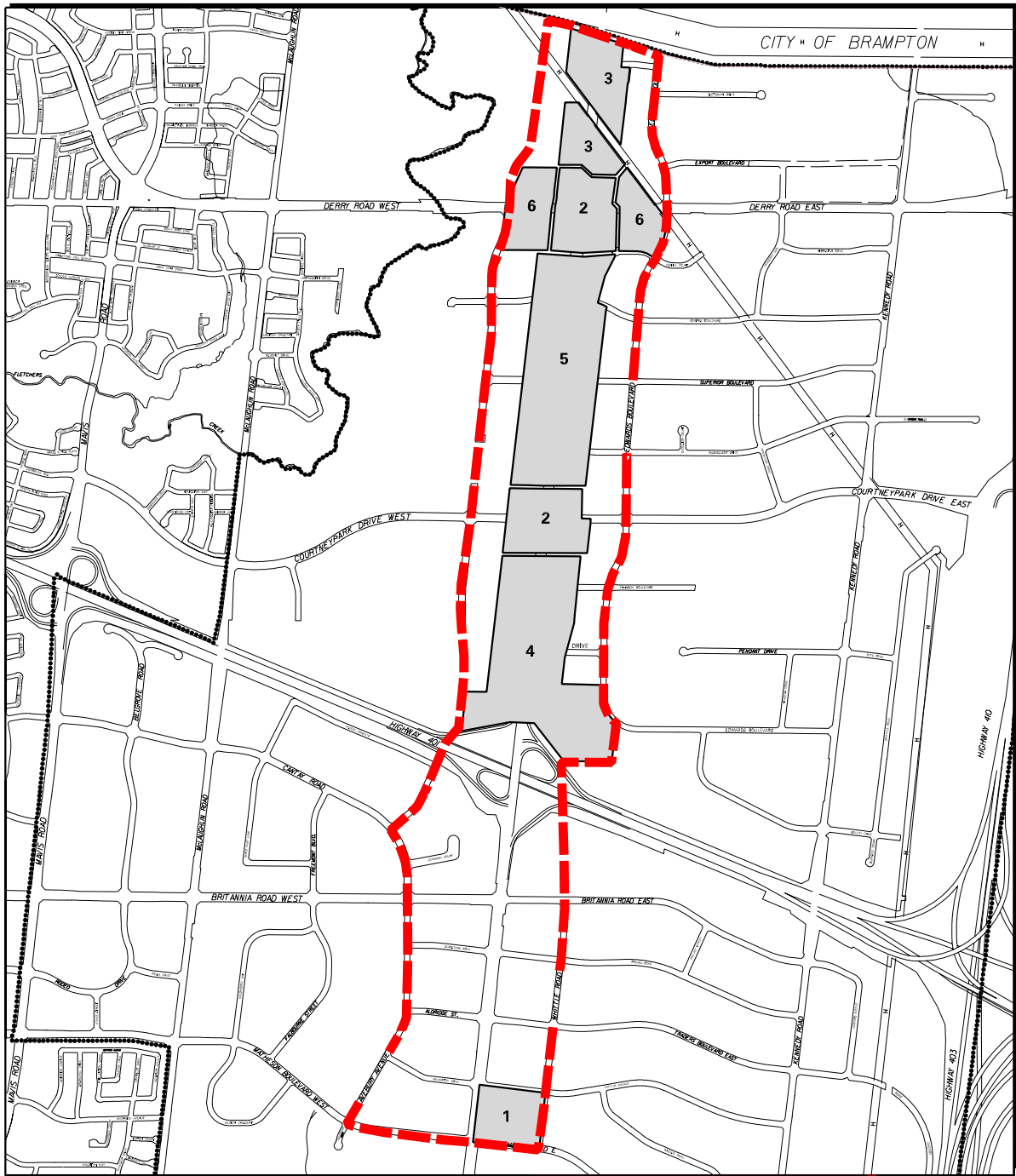
## **6. Gateway District Policies 2000**

The development objective of the Gateway District Policies is to “develop a major employment area in the north-central part of the City, creating an enhanced business image in keeping with the area’s excellent visibility and accessibility”. The policies integrate land use with the urban design framework proposed in both the “Upper Hurontario Corridor - A Design Mandate For Excellence” and a “Streetscape Study - Hurontario Street, Matheson Boulevard to Highway 401”. Consequently, a Secondary Office Centre, which permitted offices at a density of 2.0 FSI, together with hotels and related retail commercial uses was designated along both sides of Upper Hurontario Street, south of Highway 401 to provide sufficient built form for the development of a Gateway as proposed in the “Streetscape Study - Hurontario Street, Matheson Boulevard to Highway 401”.

Three Tertiary Office Centres along Upper Hurontario Street were also identified to permit office development at a density of 1.0 FSI to permit the development of major nodes. These Tertiary Office Centres were located at the intersection of Upper Hurontario Street and Derry Road, from Courtney Park Drive to Highway 401, and Britannia Road to Matheson Blvd.

The Gateway District Policies also incorporated the urban design framework and design principles of the study “Upper Hurontario Corridor - A Design Mandate For Excellence” into Special Site policies, which were carried forward into Mississauga Plan.



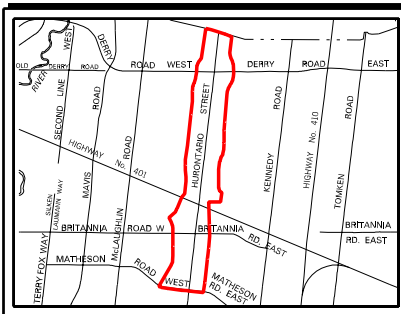


**SPECIAL SITES 1-6 GATEWAY DISTRICT  
POLICIES OF MISSISSAUGA PLAN**

- 6 SPECIAL SITE
- H HYDRO CORRIDOR
- UPPER HURONTARIO STREET CORRIDOR BOUNDARY
- PLANNING DISTRICT BOUNDARY



**SUBJECT:**  
**UPPER HURONTARIO STREET CORRIDOR**



**FILE NO:**  
**HUR\_COR**

**DWG. NO:**  
**HUR\_SPSITES3**

**SCALE:**  
**NTS**

**DATE:**  
**2005 06 27**

**DRAWN BY:**  
**W. FINLAY**



**Produced by**  
**T&W, LIS**

**UPPER HURONTARIO STREET CORRIDOR - EXISTING LAND USE AND ZONING**

Appendix 5

Parcel No.	Location	Existing Land Use	Zoning	Summary of Permitted Uses	Freestanding Commercial Uses	Special Provisions
North of Matheson Boulevard to Highway 401						
1	East of Hurontario Street, north of Matheson Boulevard East	food supermarket	DC-2141	food supermarket, warehouse, office uses restaurant accessory to a supermarket	food supermarket	Max GFA 16,397 m <sup>2</sup>
2	East of Hurontario Street, north of Watline Ave.	offices with accessory commercial; vacant	RCLI-1033	industrial uses (which includes restaurants, banks, hotels, motels, private clubs and places of religious assembly), offices, limited public or institutional uses, theatres, hotel, bank, private club, and miscellaneous personal service uses, including a restaurant provided that they are contained within a building used for a principle use and are not freestanding	restaurants, banks, hotels, motels	Max FSI of 1.0 of which 10% may be used for miscellaneous uses
			RCL1-2394	industrial uses (which includes, banks, hotels, motels, private clubs and places of religious assembly), offices, limited public or institutional uses, theatres, hotel, bank, private club; and a wide range of miscellaneous retail and personal service uses, including all types of restaurants, provided that they are contained within a building used for a principle use and are not freestanding	banks, hotels, motels	Max FSI of 1.0 Size restrictions for miscellaneous uses and restaurants

Parcel No.	Location	Existing Land Use	Zoning	Summary of Permitted Uses	Freestanding Commercial Uses	Special Provisions
3	East of Hurontario Street, north of Traders Boulevard East	vacant	RCLI-1033	industrial uses (which includes restaurants, banks, hotels, motels, private clubs and places of religious assembly), offices, limited public or institutional uses, theatres, hotel, bank, private club, and miscellaneous personal service uses, including a restaurant provided that they are contained within a building used for a principle use and are not freestanding	restaurants, banks, hotels, motels	Max FSI of 1.0 of which 10% may be used for miscellaneous uses
4	East of Hurontario Street, north of Brunel Road	service station, restaurants, place of religious assembly, retail mall including restaurants, food store, banquet hall, dance school	A	agricultural uses		
			AC-1032	motor vehicle commercial uses, automobile sales, hotel, bank, restaurant	motor vehicle commercial uses, automobile sales, hotel, bank, restaurant	minimum frontage 80 m

Parcel No.	Location	Existing Land Use	Zoning	Summary of Permitted Uses	Freestanding Commercial Uses	Special Provisions
5	East of Hurontario Street, north of Britannia Road East	service station, vacant	AC6	gas bar, service station		
			RCL1-2450	industrial uses (which includes restaurants, banks, hotels, motels, private clubs and places of religious assembly), offices, limited public or institutional uses, theatres, hotel, bank, private club; and a wide range of miscellaneous retail and personal service uses, including all types of restaurants, which may locate in a separate building	wide range of miscellaneous retail and personal service uses, including all types of restaurants, which may locate in a separate building	Max FS I of 1.0 of which 20% may be used for miscellaneous uses  Schedule I establishes building envelopes



Parcel No.	Location	Existing Land Use	Zoning	Summary of Permitted Uses	Freestanding Commercial Uses	Special Provisions
6	West of Hurontario Street, north of Matheson Boulevard West	offices, bank	A	agricultural uses		
			RCL1-1594	industrial uses (which includes, banks, hotels, motels, private clubs and places of religious assembly), offices, limited public or institutional uses, theatres, hotel, bank, private club, and a wide range of miscellaneous retail and personal service uses, including all types of restaurants provided that they are contained within a building used for a principle use and are not freestanding	banks, hotels, motels	Max FSI of 1.0; no restriction on area used for miscellaneous uses, except for a drug store
			RCL1-1714	industrial uses (which includes banks, hotels, motels, private clubs and places of religious assembly), offices, limited public or institutional uses, theatres, hotel, bank, private club, a limited range of miscellaneous retail and personal service uses; all types of restaurants provided that they are contained within a building used for a principle use and are not freestanding	banks, hotels, motels	Max FSI of 1.0 of which 10% may be used for miscellaneous uses

Parcel No.	Location	Existing Land Use	Zoning	Summary of Permitted Uses	Freestanding Commercial Uses	Special Provisions
7	West of Hurontario Street, north of Milverton Boulevard	offices, bank	RCL1-1594	industrial uses (which includes, banks, hotels, motels, private clubs and places of religious assembly), offices, limited public or institutional uses, theatres, hotel, bank, private club, and a wide range of miscellaneous retail and personal service uses, including all types of restaurants provided that they are contained within a building used for a principle use and are not freestanding	banks, hotels, motels	Max FSI of 1.0; no restriction on area used for miscellaneous uses, except for a drug store
8	West of Hurontario Street, north of Aldridge Street	vacant	RCL1-1594	industrial uses (which includes banks, hotels, motels, private clubs and places of religious assembly), offices, limited public or institutional uses, theatres, hotel, bank, private club, and a wide range of miscellaneous retail and personal service uses, including all types of restaurants provided that they are contained within a building used for a principle use and are not freestanding	banks, hotels, motels	Max FSI of 1.0; no restriction on area used for miscellaneous uses, except for a drug store

Parcel No.	Location	Existing Land Use	Zoning	Summary of Permitted Uses	Freestanding Commercial Uses	Special Provisions
9	West of Hurontario Street, north of Sandstone Drive	service station with car wash and convenience restaurant	AC4-2050	car wash with an attached restaurant, service station, accessory convenience store	car wash with an attached restaurant, service station, accessory convenience store	
			RCL1-1594	industrial uses (which includes banks, hotels, motels, private clubs and places of religious assembly), offices, limited public or institutional uses, theatres, hotel, bank, private club, and a wide range of miscellaneous retail and personal service uses, including all types of restaurants provided that they are contained within a building used for a principle use and are not freestanding	banks, hotels, motels	Max FSI of 1.0; no restriction on area used for miscellaneous uses, except for a drug store
			RCL1-1714	industrial uses (which includes banks, hotels, motels, private clubs and places of religious assembly), offices, limited public or institutional uses, theatres, hotel, bank, private club, a limited range of miscellaneous retail and personal service uses; all types of restaurants provided that they are contained within a building used for a principle use and are not freestanding	banks, hotels, motels	Max FSI of 1.0 of which 10% may be used for miscellaneous uses

Parcel No.	Location	Existing Land Use	Zoning	Summary of Permitted Uses	Freestanding Commercial Uses	Special Provisions
10	West of Hurontario Street, north of Britannia Road West	offices, convenience restaurant	RCL1-1594	industrial uses (which includes banks, hotels, motels, private clubs and places of religious assembly), offices, limited public or institutional uses, theatres, hotel, bank, private club, and a wide range of miscellaneous retail and personal service uses, including all types of restaurants provided that they are contained within a building used for a principle use and are not freestanding	banks, hotels, motels	Max FSI of 1.0; no restriction on area used for miscellaneous uses, except for a drug store
			RCL1-1886	industrial uses (which includes restaurants, banks, hotels, motels, private clubs and places of religious assembly), offices, limited public or institutional uses, theatres, hotel, bank, private club, and miscellaneous personal service uses, provided that they are contained within a building used for a principle use	restaurants, banks, hotels, motels	Max FSI of 1.0 of which 10% may be used for miscellaneous uses

Parcel No.	Location	Existing Land Use	Zoning	Summary of Permitted Uses	Freestanding Commercial Uses	Special Provisions
Highway 401 to Derry Road						
11	East of Hurontario Street, north of Highway 401	employment, detached dwelling,	A	agricultural uses		
			RCL1-2315	industrial uses (which includes, banks, hotels, motels, private clubs and places of religious assembly), offices, limited public or institutional uses, theatres, hotel, bank, private club, all types of free standing restaurants and miscellaneous personal service and retail uses, provided that they are contained within a building used for a principle use	all types of free standing restaurants, banks, hotels, motels	Max FSI of 1.0 of which 10% may be used for miscellaneous uses

Parcel No.	Location	Existing Land Use	Zoning	Summary of Permitted Uses	Freestanding Commercial Uses	Special Provisions
12	East of Hurontario Street, north of World Drive	offices, fitness club, detached dwelling	R3	detached dwellings		
			RCL1-2315	industrial uses (which includes restaurants, banks, hotels, motels, private clubs and places of religious assembly), offices, limited public or institutional uses, theatres, hotel, bank, private club, all types of free standing restaurants, and miscellaneous personal service uses, provided that they are contained within a building used for a principle use	all types of free standing restaurants, banks, hotels, motels	Max FSI of 1.0 of which 10% may be used for miscellaneous uses
			RCL1-2377	industrial uses (which includes restaurants, banks, hotels, motels, private clubs and places of religious assembly), offices, limited public or institutional uses, theatres, hotel, bank, private club, indoor recreation and entertainment uses, all types of free standing restaurants, and miscellaneous personal service and retail uses	banks, hotels, motels, indoor recreation and entertainment uses, all types of free standing restaurants	Max FSI of 0.5 for office use of which 10% may be used for miscellaneous uses  Schedule I regulates maximum setbacks from Hurontario Street, location of parking, landscaping and other matters

Parcel No.	Location	Existing Land Use	Zoning	Summary of Permitted Uses	Freestanding Commercial Uses	Special Provisions
13	East of Hurontario Street, north of Anagem Boulevard	theatres, restaurants, recreation	RCL1-2377	industrial uses (which includes restaurants, banks, hotels, motels, private clubs and places of religious assembly), offices, limited public or institutional uses, theatres, hotel, bank, private club, indoor recreation and entertainment uses, all types of free standing restaurants, and miscellaneous personal service and retail uses	banks, hotels, motels, indoor recreation and entertainment uses, all types of free standing restaurants	Max FSI of 0.5 for office use of which 10% may be used for miscellaneous uses  Schedule I regulates maximum setbacks from Hurontario Street, location of parking, landscaping and other matters

Parcel No.	Location	Existing Land Use	Zoning	Summary of Permitted Uses	Freestanding Commercial Uses	Special Provisions
14	East of Hurontario Street, north of Courtney Park Drive	employment, vacant	RCL1-1663	industrial uses (which includes restaurants, banks, hotels, motels, private clubs and places of religious assembly), offices, limited public or institutional uses, theatres, hotel, bank, private club, and miscellaneous personal service and retail uses, including restaurants	restaurants, banks, hotels, motels	Max FSI of 0.5 for office use of which 10% may be used for miscellaneous uses
			RCL1-2318	industrial uses (which includes banks, hotels, motels, private clubs and places of religious assembly), offices, limited public or institutional uses, theatres, hotel, bank, private club, public hall, banquet hall, all types of restaurants provided they are not freestanding, and miscellaneous personal service and retail uses	banks, hotels, motels	Max FSI of 0.5 for office use of which 10% may be used for miscellaneous uses
			RCL1-2415	industrial uses (which includes, banks, hotels, motels, private clubs and places of religious assembly), offices, limited public or institutional uses, theatres, hotel, bank, private club, public hall, banquet hall, all types of restaurants provided they are not freestanding, and miscellaneous personal service and retail uses	banks, hotels, motels	Max FSI of 0.5 for office use of which 10% may be used for miscellaneous uses



Parcel No.	Location	Existing Land Use	Zoning	Summary of Permitted Uses	Freestanding Commercial Uses	Special Provisions
15	East of Hurontario Street, north of Ambassador Drive	employment, vacant	RCL1-1663	industrial uses (which includes restaurants, banks, hotels, motels, private clubs and places of religious assembly), offices, limited public or institutional uses, theatres, hotel, bank, private club, and miscellaneous personal service and retail uses, including restaurants	restaurants, banks, hotels, motels	Max FSI of 0.5 for office use of which 10% may be used for miscellaneous uses
			RCL1-2354	industrial uses (which includes restaurants, banks, hotels, motels, private clubs and places of religious assembly) offices, limited public or institutional uses, theatres, hotel, bank, private club, and miscellaneous personal service and retail uses, provided they are contained within a building used for office purposes	restaurants, banks, hotels, motels	Max FSI of 0.5 for office use of which 10% may be used for miscellaneous uses
			RCL1-2398	industrial uses (which includes restaurants, banks, hotels, motels, private clubs and places of religious assembly) offices, limited public or institutional uses, theatres, hotel, bank, private club, all types of freestanding restaurants and miscellaneous personal service and retail uses, provided they are contained within a building used for office purposes	all types of freestanding restaurants, banks, hotels, motels	Max FSI of 0.5 for office use of which 10% may be used for miscellaneous uses

Parcel No.	Location	Existing Land Use	Zoning	Summary of Permitted Uses	Freestanding Commercial Uses	Special Provisions
16	East of Hurontario Street, north of Admiral Boulevard	motel, employment	RCL1-1663	industrial uses (which includes restaurants, banks, hotels, motels, private clubs and places of religious assembly), offices, limited public or institutional uses, theatres, hotel, bank, private club, and miscellaneous personal service and retail uses, including restaurants	restaurants, banks, hotels, motels	Max FSI of 0.5 for office use of which 10% may be used for miscellaneous uses
			RCL1-2318	industrial uses (which includes, banks, hotels, motels, private clubs and places of religious assembly), offices, limited public or institutional uses, theatres, hotel, bank, private club, public hall, banquet hall, all types of restaurants provided they are not freestanding, and miscellaneous personal service and retail uses	banks, hotels, motels	Max FS I of 0.5 for office use of which 10% may be used for miscellaneous uses
			RCL1-2258	industrial uses (which includes, banks, hotels, motels, private clubs and places of religious assembly), offices, limited public or institutional uses, theatres, hotel, bank, private club, all types of restaurants and miscellaneous personal service and retail uses, provided they are contained within a building used for office purposes	banks, hotels, motels	Max FSI of 0.5 for office use of which 10% may be used for miscellaneous uses

Parcel No.	Location	Existing Land Use	Zoning	Summary of Permitted Uses	Freestanding Commercial Uses	Special Provisions
17	East of Hurontario Street, north of Admiral Boulevard	service station, restaurants, employment, vacant	AC4-2574	gas bar, including convenience retail and service kiosk, carwash		
			RCL1-1733	industrial uses (which includes banks, hotels, motels, private clubs and places of religious assembly) offices, limited public or institutional uses, theatres, hotel, bank, private club, miscellaneous personal service and retail uses, including all types of restaurants, provided they are contained within a building used for office purposes	banks, hotels, motels	Max FSI of 0.5 for office use of which 10% may be used for miscellaneous uses
			RCL1-2258	industrial uses (which includes banks, hotels, motels, private clubs and places of religious assembly) offices, limited public or institutional uses, theatres, hotel, bank, private club, all types of restaurants and miscellaneous personal service and retail uses, provided they are contained within a building used for office purposes	banks, hotels, motels	Max FSI of 0.5 for office use of which 10% may be used for miscellaneous uses

Parcel No.	Location	Existing Land Use	Zoning	Summary of Permitted Uses	Freestanding Commercial Uses	Special Provisions
			RCL1-2573	industrial uses (which includes restaurants, banks, hotels, motels, private clubs and places of religious assembly) offices, limited public or institutional uses, theatres, hotel, bank, private club, all types of free standing restaurants, and miscellaneous personal service and retail uses, provided they are contained within a building used for office purposes	all types of free standing restaurants, banks, hotels, motels	Max FSI of 0.5 for office use of which 10% may be used for miscellaneous uses  Max 1,450 m <sup>2</sup> floor area for restaurants  Maximum setbacks from Hurontario Street and Derry Road West

Parcel No.	Location	Existing Land Use	Zoning	Summary of Permitted Uses	Freestanding Commercial Uses	Special Provisions
18 and 19	West of Hurontario Street, north of Highway 410	vacant,	A	<p>agricultural</p> <p>Council, on August 11, 2004 approved rezoning application OZ-082/88, Orlando Corp. to permit industrial uses (which includes, banks, hotels, motels, private clubs and places of religious assembly) offices, limited public or institutional uses, recreational establishments, theatres, hotel, bank, private club, freestanding restaurants and a a wide variety of miscellaneous personal service and retail uses, provided they are contained within a building used for office purposes</p>	banks, hotels, motels, restaurants (subject to enactment of By-law)	Max FSI of 0.5 to 1.0 for office use of which 20% may be used for miscellaneous uses
			RCL1-2010	<p>industrial uses (which includes, banks, hotels, motels, private clubs and places of religious assembly) offices, limited public or institutional uses, theatres, hotel, bank, private club, and miscellaneous personal service and retail uses, provided they are contained within a building used for office purposes</p>	banks, hotels, motels	<p>Max FSI of 1.0 for office use of which 10% may be used for miscellaneous uses</p> <p>Schedule I regulates maximum setbacks from Hurontario Street, location of parking, landscaping and other matters</p>

Parcel No.	Location	Existing Land Use	Zoning	Summary of Permitted Uses	Freestanding Commercial Uses	Special Provisions
20	West of Hurontario Street, north of Courtney Park Drive	vacant, private club	A	agricultural  Council, on August 11, 2004 approved rezoning application OZ-03/44, George Theodorakopoulos) to permit offices, retail warehouses and general retail warehouses, banks, convenience and take out restaurants, commercial schools, and a wide variety of accessory personal service and retail uses, provided they are contained within a building .	retail warehouses and general retail warehouses, banks, convenience and take out restaurants (subject to by-law)	30% of the building may be used for accessory commercial uses.
			A-213	private recreational club		
			M1-2513	restaurant	restaurant	

Parcel No.	Location	Existing Land Use	Zoning	Summary of Permitted Uses	Freestanding Commercial Uses	Special Provisions
			RCL1-2010	industrial uses (which includes, banks, hotels, motels, private clubs and places of religious assembly) offices, limited public or institutional uses, theatres, hotel, bank, private club, and miscellaneous personal service and retail uses, provided they are contained within a building used for office purposes	banks, hotels, motels	Max FSI of 1.0 for office use of which 10% may be used for miscellaneous uses  Schedule I regulates maximum setbacks from Hurontario Street, location of parking, landscaping and other matters

Parcel No.	Location	Existing Land Use	Zoning	Summary of Permitted Uses	Freestanding Commercial Uses	Special Provisions
21	West of Hurontario Street, north of Superior Boulevard	vacant	A	agricultural		
22	West of Hurontario Street, north of Admiral Boulevard	vacant, service station	AC6-2260	gas bar, including a convenience store		
			RCL1-2432	industrial uses (which includes restaurants, banks, hotels, motels, private clubs and places of religious assembly) offices, limited public or institutional uses, theatres, hotel, bank, private club, all types of free standing restaurants, banquet hall, entertainment, recreation and sports facilities within enclosed buildings, and miscellaneous personal service and retail uses	banks, hotels, motels, all types of free standing restaurants, recreation and sports facilities within enclosed buildings	Max FSI of 0.5 for office use of which 10% may be used for miscellaneous uses  Maximum setbacks from Hurontario Street and Derry Road



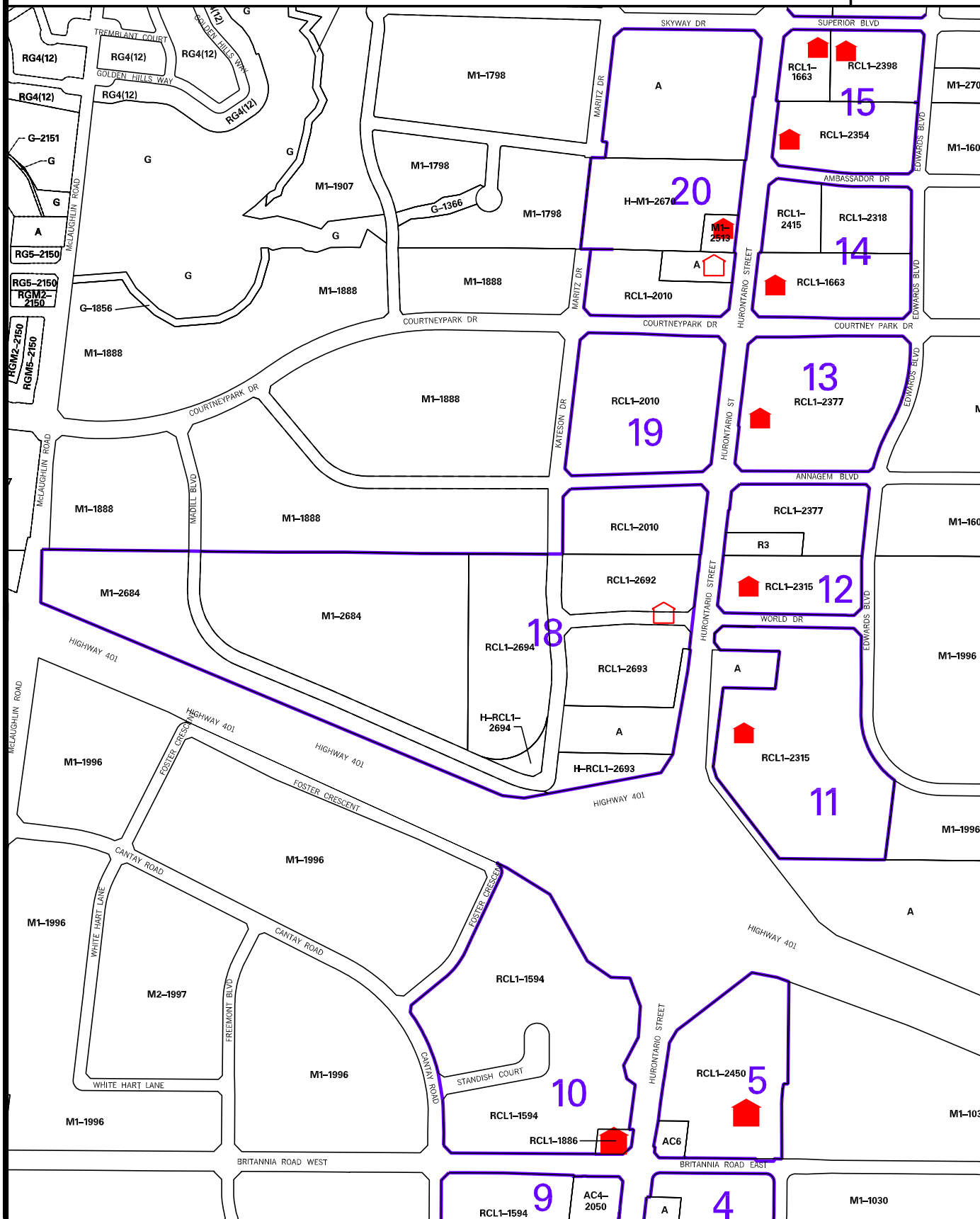
Parcel No.	Location	Existing Land Use	Zoning	Summary of Permitted Uses	Freestanding Commercial Uses	Special Provisions
Derry Road to Municipal Boundary						
23	East of Hurontario Street, north of Derry Road East	Restaurants, automotive commercial uses, motels, employment, vacant	A	agricultural		
			RS	agricultural, detached dwellings		
			AC5-276	convenience restaurant	convenience restaurant	
			M1-1713	industrial uses, (which includes restaurants, banks, hotels, motels, private clubs and places of religious assembly, public hall, theatres, recreational establishments	restaurants, banks, hotels, motels	
			RCL1-1733	industrial uses (which includes, banks, hotels, motels, private clubs and places of religious assembly) offices, limited public or institutional uses, theatres, hotel, bank, private club, and miscellaneous personal service and retail uses provided that they are contained in a building used for office purposes. All types of restaurants provided that they are contained in a building used for any other use permitted by this section	banks, hotels, motels	Max FSI of 0.5 for office use of which 10% may be used for miscellaneous uses  Minimum setback from Hurontario Street

Parcel No.	Location	Existing Land Use	Zoning	Summary of Permitted Uses	Freestanding Commercial Uses	Special Provisions
			RCL1-2292	industrial uses (which includes banks, hotels, motels, private clubs and places of religious assembly) offices, limited public or institutional uses, theatres, hotel, bank, private club, and miscellaneous personal service and retail uses provided that they are contained in a building used for office purposes. All types of restaurants provided that they are contained in a building used for any other use permitted by this section	banks, hotels, motels	Max FSI of 0.5 for office use of which 10% may be used for miscellaneous uses
			RCL1-2293	industrial uses (which includes banks, hotels, motels, private clubs and places of religious assembly) offices, limited public or institutional uses, theatres, hotel, bank, private club, fitness club, public hall, banquet hall, free standing convenience restaurant, service station, and miscellaneous personal service and retail uses	free standing convenience restaurant, service station banks, hotels, motels	Max FSI of 0.5 for office use of which 10% may be used for miscellaneous uses
			M1-1919	industrial uses (which includes, banks, hotels, motels, private clubs and places of religious assembly), banquet hall, offices	banks, hotels, motels	Max GFA for free standing offices shall not exceed 420 m <sup>2</sup>

Parcel No.	Location	Existing Land Use	Zoning	Summary of Permitted Uses	Freestanding Commercial Uses	Special Provisions
24	East of Hurontario Street, north of Topflight Drive	automotive service commercial, employment	M1-1713	industrial uses (which includes restaurants, banks, hotels, motels, private clubs and places of religious assembly), public hall, theatre, recreational establishment	restaurants, banks, hotels, motels	Max FSI of 0.5 for office use
			M1-2189	industrial uses (which includes restaurants, banks, hotels, motels, private clubs and places of religious assembly), tire sales, service and installation	restaurants, banks, hotels, motels ,tire sales, service and installation	
25	East of Hurontario Street, north of Derry Road West	golf course	A	agricultural		



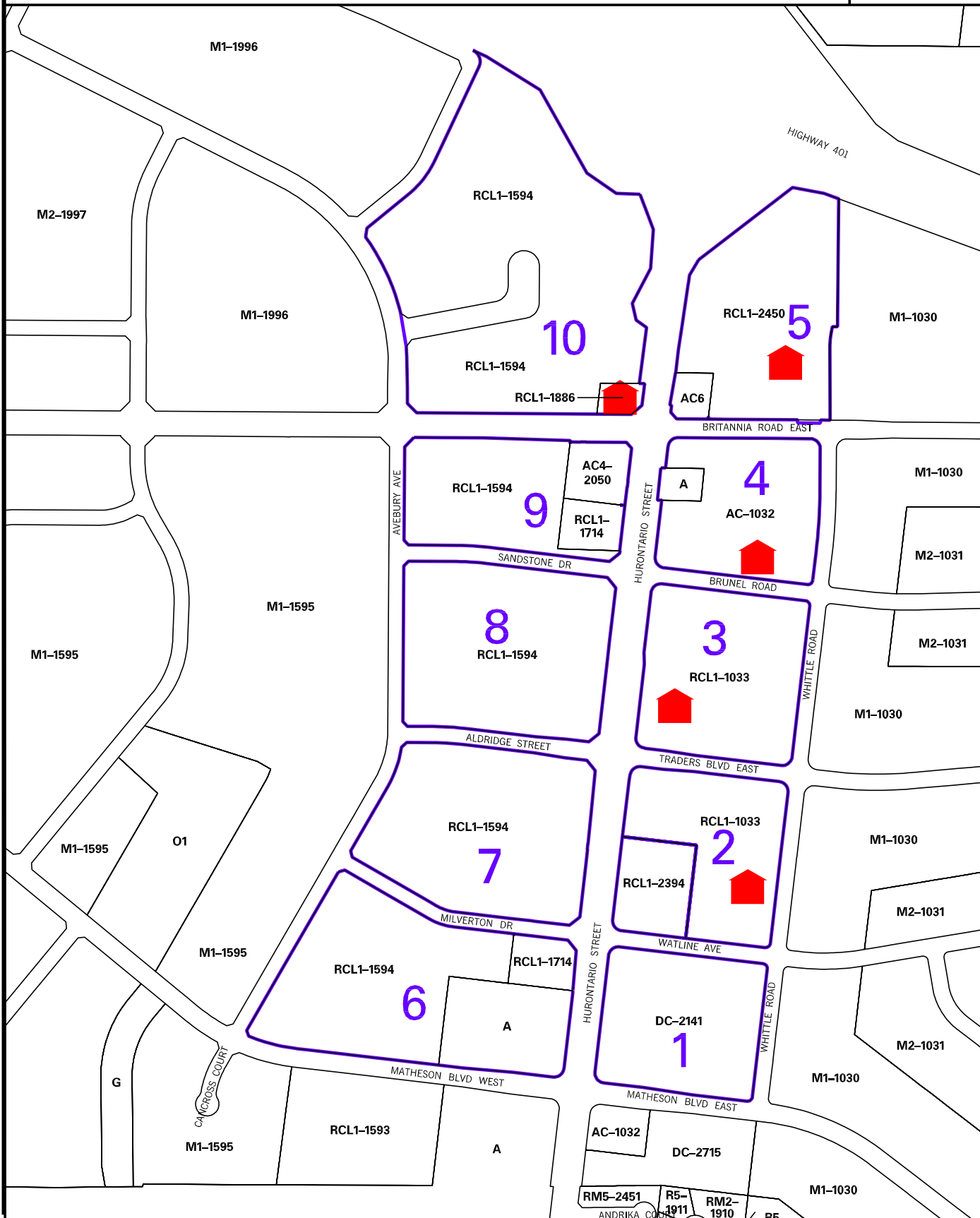
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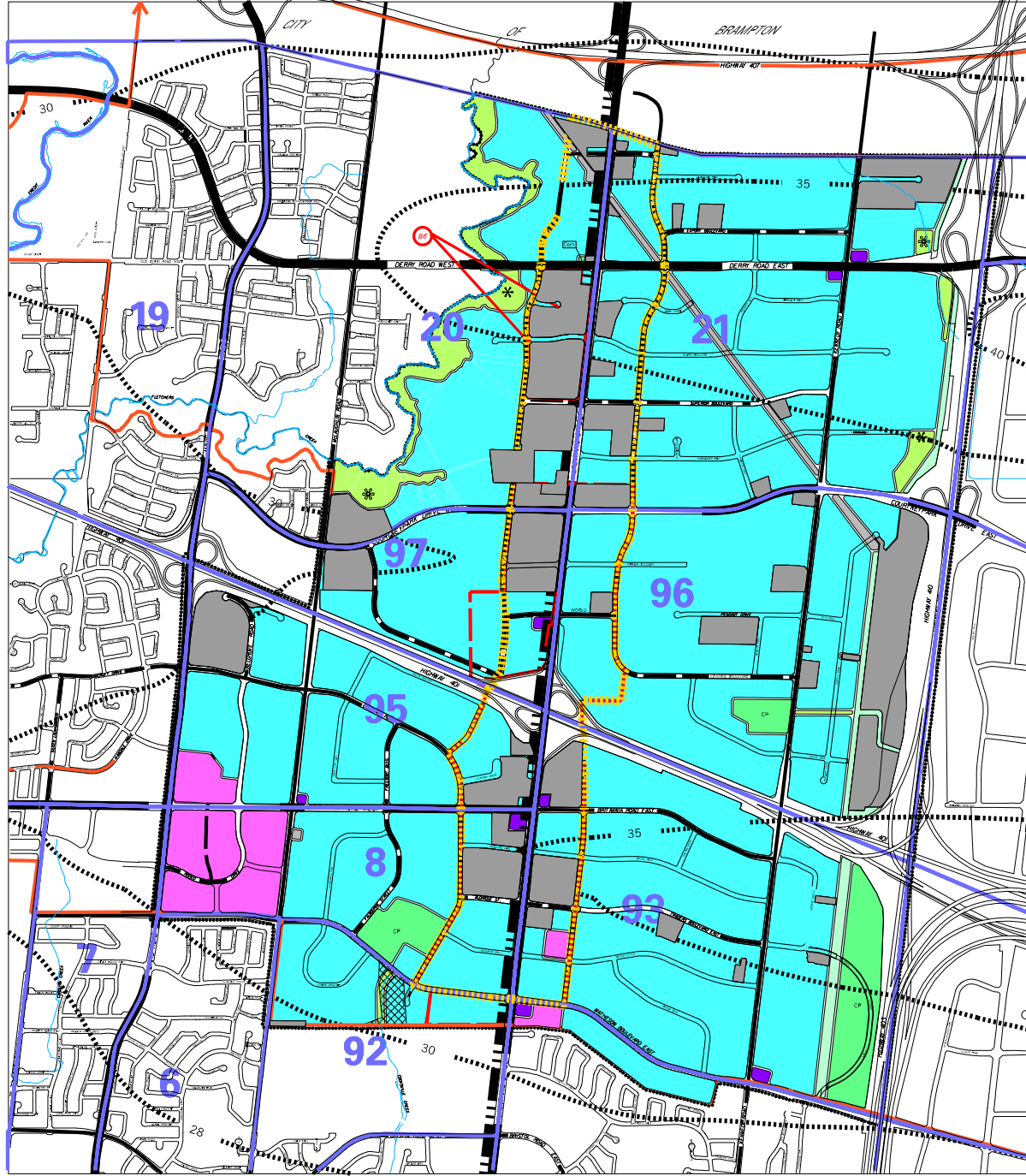
ZONED TO PERMIT  
FREE STANDING RESTAURANT



REZONED APPROVED TO PERMIT  
FREE STANDING RESTAURANT



ZONED TO PERMIT  
FREE STANDING RESTAURANT



- LAND USE DESIGNATIONS**
- General Commercial
  - Motor Vehicle Commercial
  - Business Employment
  - Open Space
  - Greenbelt
  - Parkway Belt West
  - Utility

- TRANSPORTATION LEGEND**
- Provincial Highway and Interchange
  - Arterial
  - Major Collector
  - Major Collector (Scenic Route)
  - Minor Collector
  - Local Road
  - Major Transit Corridor

**LAND USE LEGEND**

- Regulatory Floodplain
- LEPA Operating Area Boundary - See Aircraft Noise Policies
- LEPA Noise Contours within the LEPA Operating Area
- LEPA Noise Contours
- City Boundary
- City Park
- City Cemetery
- Existing Stormwater Management Facility
- Proposed Stormwater Management Facility
- 1996 NEP2000 NEF
- Composite Noise Contours
- Planning District

**TRAFFIC ZONE BOUNDARY**

**96** TRAFFIC ZONE

**HURONTARIO CORRIDOR STUDY AREA**

**VACANT LANDS IN GATEWAY DISTRICT**

**Notes:**  
 The 1996 Noise Exposure Projection (NEP)2000 Noise Exposure Forecast (NEF) Composite Noise Contours are shown for information purposes only and are not part of the Official Land Use Map. These contours will change from time to time as new information becomes available.  
 For accurate reference the composite NEP/NEF map produced by Transport Canada at a scale of 1:50 000 should be consulted.

**NOTE:**  
 ANY PART OF THE ROAD NETWORK SHOWN OUTSIDE THE CITY BOUNDARIES IS SHOWN FOR INFORMATION PURPOSES ONLY.

**Appealed to the Ontario Municipal Board**

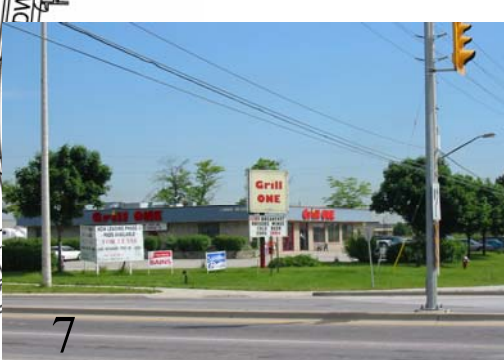
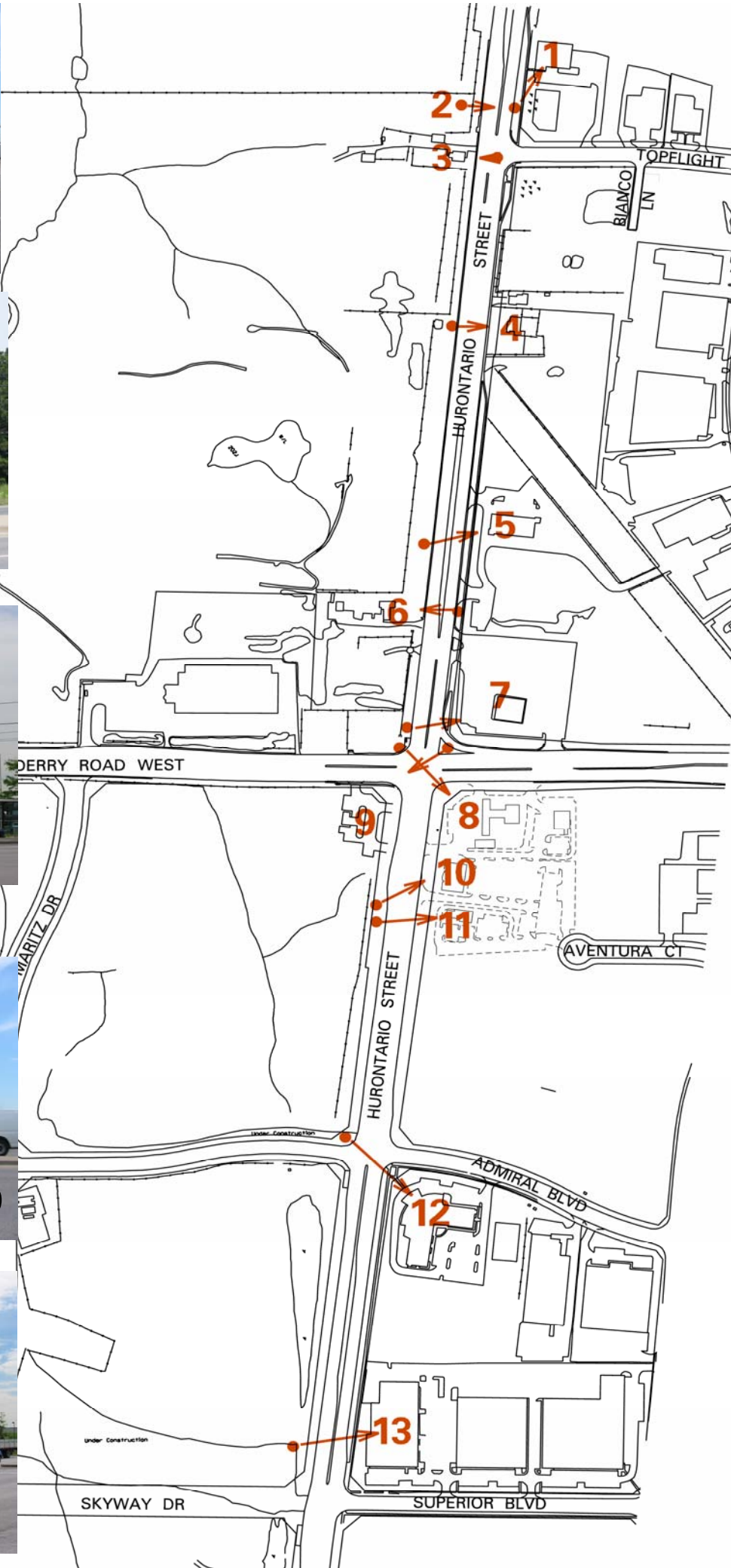


**VACANT LAND AND TRAFFIC ZONES GATEWAY PLANNING DISTRICT**

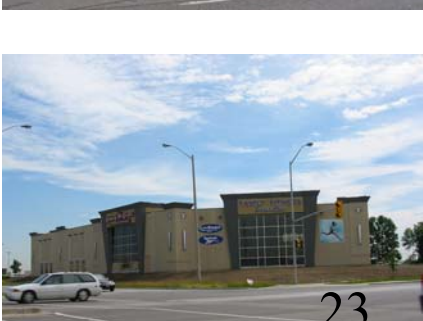
This Consolidation includes Label Approved Amendment - 32  
 Approved 2005 June 22

City of Mississauga 2005 July















## Response to Comments

### Upper Hurontario Street Corridor - Review of Land Uses and Urban Design Guidelines

Respondent	Comment	Staff Response	Recommendation
<b>Issue: Permit Additional Large Scale Retail Commercial Development</b>			
Gregory Daly, Walker, Nott, Dragicevic, Associates Ltd. for Oxford Properties Group	Maintaining intent of Mississauga Plan and Zoning By-law does not support “big box” retail commercial development.	This is consistent with the recommendations of the study.	No action required.
Lyn Townsend Renaud, for Square One Shopping Centre (verbal submission)	Supports the policies of Mississauga Plan and the recommendations of the report.	This is consistent with the recommendations of the study.	No action required.
Eros Fiacconi, EGF Associates for Annovator Developments	Suggests that opportunities for retail commercial development should exist outside designated retail commercial centres.	Permitting large scale retail commercial development on lands now designated as Business Employment is contrary to the planning vision, and would set a precedent for retail commercial development along the entire study area. Mississauga Plan permits retail commercial uses as an accessory use on lands designated Business Employment. On the client’s lands, 30% of the GFA may be used for accessory retail commercial uses. These	1. That Section 4.15.6.3 (c) of the amended Gateway District Policies be further amended by adding the following: “Free-standing accessory retail commercial uses will not be permitted. Accessory retail commercial uses must be contained within the same building as the principal use”.

Respondent	Comment	Staff Response	Recommendation
		policies should be amended to clarify that free-standing retail commercial uses are not permitted but must be contained within the same building as the principal use.	
<b>Issue: Prohibition of Free-Standing Restaurants and Financial Institutions Adjacent to Hurontario Street</b>			
Maurice Luchich, TDL Group Limited (Tim Hortons)	Requests that all forms of restaurants should be permitted. The proposed policies have no regard for the lot fabric and overall size and depth of parcels which could allow for restaurant/drive-through development. It is requested that free-standing restaurants (and banks) be permitted, provided that they do not face Hurontario Street.	It is agreed that free-standing restaurants and single-storey financial institutions could be permitted provided they are substantially screened from Hurontario Street by an existing building.	2. That Section 4.15.4.1.1 (d) Land Use Policies, Business Employment of the amended Land Use Policies be deleted and replaced with “single-storey financial institutions and free-standing restaurants of all types which are not substantially screened from Hurontario Street by a building in place at the time of development”.
Eros Fiacconi, EGF Associates for Annovator Developments	It is important to clarify what is meant by the term “adjacent to Hurontario Street”. The concern is that a strict interpretation of this wording could prohibit these uses from the client’s site, which extends	Covered in Recommendation 2.	

Respondent	Comment	Staff Response	Recommendation
	from Hurontario Street to Edwards Boulevard. The concern is that, given the location of the site at a major intersection, across from the Mississauga Centrum Entertainment Centre, free-standing restaurants and banks are appropriate on this site, and that a broader range of retail commercial uses should be permitted (See Special Site 2, below).		
Michael Goldberg, Armstrong, Goldberg and Hunter for Orlando Corporation (verbal submission)	Objects to the prohibition in principle, but seeks clarification as to what is considered “adjacent” to the corridor. It is felt that there are architectural opportunities to properly design the buildings.	Covered in Recommendation 2.	
Gerald Swinkin, Blake, Cassels and Graydon for GWL Realty Advisors (verbal submission)	Agrees that the implementation of the long-term vision will not happen overnight. It is suggested that free-standing restaurants and financial institutions should be treated as transitional uses, of relatively low value construction, which provides some utility until the	Covered in Recommendation 2.	

Respondent	Comment	Staff Response	Recommendation
Jeff Miller of Prologis	lands are redeveloped for their highest and best use. Consequently, it is indicated that restaurants should not be prohibited.		No action required.
Dennis Wood, Wood Bull for Derry-Ten Limited	Supports initiatives to raise the image of development along Hurontario Street by restricting further service stations and drive-through restaurants.		
	Considers the prohibitions unnecessarily restrictive and suggests the policy should permit these uses in appropriate circumstances.	Covered in Recommendation 2.	
City of Brampton	Supports prohibitions for these commercial uses.	This is consistent with the recommendations of the study.	No action required.
<b>Issue: Prohibition of Drive-Throughs Adjacent to Hurontario Street</b>			
Maurice Luchich, TDL Group Limited (Tim Hortons)	It is possible to allow for strict urban design considerations and yet incorporate a restaurant with a drive-throughs. It is requested that the prohibition of drive-throughs be deleted.	It is agreed that drive-through facilities could be permitted provided that they are substantially screened from Hurontario Street by an existing building.	3. That Section 4.15.4.1.1 (c) Land Use Policies, Business Employment of the amended Gateway District Land Use Policies be deleted and replaced with “drive-throughs which are not substantially

Respondent	Comment	Staff Response	Recommendation
<p>John Alati, Davies Howe Partners for Canadian Petroleum Products Institute (CPPI)</p>	<p>Concerned that the proposed prohibition of drive-throughs on lands designated Business Employment does not recognize existing car washes, and is also inappropriate as the existing service stations, which do not include car washes or drive-throughs, may be rebuilt to include such facilities.</p>	<p>The proposed prohibition of drive-throughs only applies to those sites designated “Business Employment” at the south-east and south-west corners of Hurontario Street and Derry Road. Upon further review, the prohibition of car washes should be extended to all Business Employment lands adjacent to Hurontario Street. The other sites are designated Motor Vehicle Commercial, and, consequently, will not be subject to the proposed prohibition.</p>	<p>screened from Hurontario Street by a building in place at the time of development”.</p> <p>4. That Section 4.15.4.1.1 Land Use Policies, Business Employment of the amended Gateway District Land Use Policies be amended by adding the following section f:</p> <p>“f car washes”.</p>
<p>Scott Arbuckle, Planning and Engineering Initiatives Limited for Canadian Tire Real Estate Limited</p>	<p>The proposed site and building design for the client’s lands at the north-east quadrant of Derry Road East and Hurontario Street demonstrates how good urban design principles, as articulated in the study can be achieved with the presence of a drive-through</p>	<p>Covered in Recommendation 3.</p>	

Respondent	Comment	Staff Response	Recommendation
	facility. Consequently, Canadian Tire Real Estate Limited does not support the recommendation to prohibit drive-through facilities.		
<b>Issue: Recognize Existing Free-Standing Restaurants, Financial Institutions and Drive-Throughs</b>			
Maurice Luchich, TDL Group Limited (Tim Hortons)	Comments that the proposed framework has no regard for existing restaurants developed under different planning regulations as each represents a large investment by business owners. Existing drive-throughs do not preclude the future vision for Hurontario Corridor. The proposed policies must be amended to reflect existing conditions.	Existing free-standing restaurants, financial institutions adjacent to Hurontario Street should be recognized. It is agreed that these uses should be permitted as they exist at the time the policies came into effect. When they cease operation, they will no longer be a permitted use and should be redeveloped in accordance with the long-term vision for the corridor.	5. That Section 4.15.4.1 be amended by adding the following Section 4.15.4.1.3:  “Notwithstanding Section 4.15.4.1, existing single-storey financial institutions, free-standing restaurants and drive-throughs, which are not substantially screened from Hurontario Street by a building, will be permitted as they exist on the day these policies come into effect.”
<b>Issue: Gateway District Policies - Development Concept</b>			
Eros Fiacconi, EGF Associates for Annovator Developments	The proposed amendment to the Development Concept is a change in the Plan’s direction, and that opportunities exist for	There has been no change in the direction of the Plan. The proposed amendment clarifies that a limited amount of retail	No action required.



Respondent	Comment	Staff Response	Recommendation
	<p>limited commercial development outside of areas designated retail commercial, perhaps at major intersections, within defined nodes. It is suggested that the Plan maintain this flexibility, by amending the Development Concept as follows:</p> <p>Limited retail commercial development <del>is also permitted, but is directed to designated retail commercial centres outside designated retail commercial centres</del> <i>may be considered, subject to the criteria in section. (criteria to be developed).</i></p>	<p>commercial development will be permitted, but only on sites designated retail commercial. This is reflected by both the existing and proposed Business Employment land use policies, which, except for accessory retail commercial uses, do not permit retail commercial development.</p> <p>Upon further review, the Planning Context and Development Concept should be further revised to better describe the planning context for the district, to indicate that development is intended to support the higher-order transit facility planned along Hurontario Street, and to clarify that the permitted accessory retail commercial uses are intended to be subordinate to the main use, and are not intended to be a principal retail use providing destination shopping.</p>	<p>6. That the third paragraph of Section 4.15.1, Planning Context, Gateway District policies be deleted and replaced with the following:</p> <p><del>The majority of the lands south of Provincial Highway 401 are developed, while large portions of the lands north of Provincial Highway 401 are either vacant or used for agricultural purposes.</del></p> <p>“The majority of the district is developed with the exception of some lands along Hurontario Street</p>

Respondent	Comment	Staff Response	Recommendation
			<p>which are either vacant or are partially developed for offices and other employment uses. The internal area of the district is mainly composed of small scale single and multi-tenant industrial buildings dispersed with large scale buildings that serve as industrial/distribution centres. The Hershey Centre and the associated community uses are located in the south-east corner of the district.</p> <p>The district, and in particular the Hurontario Street Corridor, exhibits desirable attributes for the development of employment uses:</p> <ul style="list-style-type: none"> <li>• large vacant serviced land with little development constraints;</li> <li>• proximity to Lester B. Pearson International Airport;</li> </ul>

Respondent	Comment	Staff Response	Recommendation
			<ul style="list-style-type: none"> <li>• access to the arterial roads network;</li> <li>• access to Highways 401, 403, 407 and 410;</li> <li>• visibility from Highway 401”.</li> </ul> <p>7. That the second paragraph of Section 4.15.2 of the amended Gateway District Policies be revised to read as follows:</p> <p>“The District Policies are intended to encourage prestige development, accommodating a mix of manufacturing, distribution, research and development, and office uses to support a higher-order transit facility planned along Hurontario Street, and to take advantage of the system of highways, major roads and proximity to the airport.</p> <p>The Hurontario Street Corridor represents the focus of these policies and</p>

Respondent	Comment	Staff Response	Recommendation
			<p>the central development activity for the district. These policies will maintain and enhance the prestige image of the district by concentrating offices, research and development and manufacturing/distribution facilities along the corridor. Urban design policies and guidelines approved in 2000, “Upper Hurontario Corridor: A Design Mandate for Excellence”, envisions prominent buildings located at the intersection nodes, the gateways and along the urban corridor.</p> <p>Limited retail commercial development is also permitted, but is directed to designated retail commercial centres. Accessory retail commercial uses are also permitted to serve the daily needs of employees and employers, provided they</p>

Respondent	Comment	Staff Response	Recommendation
Maurice Luchich, TDL Group Limited (Tim Hortons)	Revise Section 4.15.2, Development Concept of the amended Gateway District Policies as follows:  “The District Policies are intended to encourage prestige development, accommodating a mix of manufacturing, distribution, research and development and office uses to take advantage of the system of highways and major roads and proximity to the airport. Limited retail commercial development is also permitted, but is <i>mainly</i> directed to designated retail commercial centres.”	Since the land use policies permit accessory retail commercial development, this revision is superfluous and is not supported.	are subordinate to the main use, as they are not intended to be a principal retail use providing for destination shopping.”  No action required.
Dennis Wood, Wood Bull for Derry-Ten Limited	The proposed language, which limits retail commercial development to retail commercial designations is inconsistent with the intent of the client’s applications and denies an opportunity for an	See above.	No action required.

Respondent	Comment	Staff Response	Recommendation
	official plan amendment to be addressed on its own merits.		
<b>Issue: Proposed Hurontario Street Corridor - Development Policies</b>			
Eros Fiacconi, EGF Associates for Annovator Developments	There are an excessive number of development policies and the concern is how they may be interpreted and applied. It is suggested that the proposed policies form an appendix to the Plan, and be used to formulate an amending zoning by-law.	Moving the development policies to the Appendix will greatly weaken their effect and is not supported.	No action required.
Maurice Luchich, TDL Group Limited (Tim Hortons)	Requests the following changes:  Revise Section 4.15.3.1 Urban Design, General of the amended Gateway District Policies:  “The focus of these policies is to promote high quality urban design and built-form <i>while recognizing existing uses.</i> ”  Revise Section 4.15.3.2 a.3 Hurontario Street Corridor	This is addressed above, and is not supported.	No action required.

Respondent	Comment	Staff Response	Recommendation
	<p>Development Policies of the amended Gateway District Policies:</p> <p><del>“Ensure</del> <b>Encourage</b> buildings are street-related with pedestrian entrances, active building elevations, and fenestration forming an integrated link between the building and the sidewalk.”</p> <p>Revise Section 4.15.3.2 a.14 Hurontario Street Corridor Development Policies of the amended Gateway District Policies:</p> <p>“Provide for safe, pleasant and convenient pedestrian movement from the public sidewalk <del>and on-site parking areas</del> to the principal building entrance(s).”</p> <p>Revise Section 4.15.3.2 a.16 Hurontario Street Corridor Development Policies of the amended Gateway District Policies:</p>	<p>This change weakens the policy and is not supported.</p> <p>This change weakens the policy and is not supported.</p>	<p>No action required.</p> <p>No action required.</p>

Respondent	Comment	Staff Response	Recommendation
	<p>“Priority will be given to pedestrian movement, <i>by visually defining pedestrian movement</i>, when accommodating both pedestrian and vehicular traffic”.</p> <p>Revise Section 4.15.3.2 a.17 Hurontario Street Corridor - Development Policies of the amended Gateway District Policies:</p> <p>“Encourage gateway treatments such as tall, prominent buildings located close to the street, distinctive landscape and streetscape treatment, entry features <i>and</i> distinctive buildings <del>and rooflines</del>”.</p> <p>Revise Section 4.15.3.2 a.20 Hurontario Street Corridor Development Policies of the amended Gateway District Policies:</p> <p><del>“Internalize, screen and</del> minimize visual impacts of the service and loading facilities from the streetscape(s), <del>public</del></p>	<p>The requested amendment changes the focus of the policy and is not supported.</p> <p>This change weakens the policy and is not supported.</p> <p>The screening of service and loading facilities from public view, walkways, and abutting uses is achievable. This change</p>	<p>No action required.</p> <p>No action required.</p> <p>No action required.</p>



Respondent	Comment	Staff Response	Recommendation
	<p><del>view, pedestrian walkways, and abutting uses”.</del></p> <p>Revise Section 4.15.3.2 a.20 a, Hurontario Street Corridor - Development Policies of the amended Gateway District Policies:</p> <p>“The submission of a concept plan will be required for all <b>multiple parcel site or multiple building</b> development applications to demonstrate how the urban design policies will be implemented.”</p> <p>Revise Section 4.15.3 to include the following existing Land Use Policies in Section 4.15.3.1 of the Gateway District Policies, with the following revisions:</p> <p><b><i>“The focus of these policies is to allow for all forms of restaurants that do not face Hurontario Street, while still promoting high quality urban design.</i></b> The development of</p>	<p>weakens the policy and is not supported.</p> <p>This is a standard requirement for all development applications in accordance with Section 5.3.1.1 (i) of Mississauga Plan, and is not supported.</p> <p>Although a building may not front, or have access to Hurontario Street, its built-form will still impact the streetscape and the achievement of the urban design vision. This is</p>	<p>No action required.</p> <p>No action required.</p>

Respondent	Comment	Staff Response	Recommendation
	<p>free-standing restaurants along Hurontario Street should:</p> <ul style="list-style-type: none"> <li>a. minimize building setback from the streetline(s) while allowing adequate landscape and pedestrian space abutting the street;</li> <li>b. provide for safe convenient pedestrian movement from the public sidewalk and on-site parking areas to the principal building entrance(s);</li> <li>c. avoid parking between the front building entrance(s) and the municipal sidewalk;</li> <li>d. provide for clarity and safety of vehicular circulation avoiding dead-ended and/or circuitous parking;</li> <li>e. design and locate drive-thru lanes to minimize conflicts with pedestrians and provide for integration of</li> </ul>	<p>addressed in recommendation 2.</p>	

Respondent	Comment	Staff Response	Recommendation
Dennis Wood, Wood Bull for Derry-Ten Limited	<p>the building with the abutting sidewalk and streetscape;</p> <p>f. minimize the size and overt commercial character of signage and ensure its integration with architectural and landscape elements;</p> <p>g. orientate the most active and architecturally detailed building facade to the public streets;</p> <p>h. minimize visibility of service facilities from pedestrian walkways, patios spaces, abutting uses and public street.</p> <p>Objects to Sections 4.15.3.2 a. 3 and 5 Urban Design, Hurontario Street Corridor - Development Policies of the amended Gateway District Policies as they are impractical given the nature of Hurontario Street as a multi-lane roadway with no on-street parking.</p>	This policy is intended to facilitate transit-friendly development, rather than support for the automobile.	No action required.

Respondent	Comment	Staff Response	Recommendation
	<p>Objects to Section 4.15.3.2 a 7 Urban Design, Hurontario Street Corridor - Development Policies of the amended Gateway District Policies as it is insensitive to the width of Hurontario Street, insofar as it may result in restricting frontage lands to very high, very massive building.</p> <p>Is concerned with the lack of clarity as to which lands would be subject to the gateway treatment provisions of Section 4.15.3.2 a. 17 Urban Design, Hurontario Street Corridor - Development Policies of the amended Gateway District Policies.</p> <p>Requests that Section 4.15.3.2a. 19 Urban Design, Hurontario Street Corridor - Development Policies of the amended Gateway District Policies be clarified as to which intersection is being referred to as “the main intersection of Hurontario Street”.</p>	<p>The study “Upper Hurontario Corridor - A Design Mandate For Excellence” recommends building heights of only two to three stories along Hurontario Street.</p> <p>Gateway treatments are covered in the Special Site policies; consequently, this policy should be deleted.</p> <p>This policy is intended to apply to intersections of Hurontario Street not subject to Special Site policies.</p>	<p>No action required.</p> <p>8. That Section 4.15.3.2 Urban Design, Hurontario Street Corridor Development Policies of the amended Gateway District Policies be amended by deleting proposed policy 4.15.3.2 a. 17.</p> <p>9. That Section 4.15.3.2 a. 19 Urban Design, Hurontario Street Corridor Development Policies of the amended Gateway District Policies be further amended by replacing the words “Create a sense or prominence at the main</p>

Respondent	Comment	Staff Response	Recommendation
			intersection of Hurontario Street” with the words: “Create a sense or prominence at the intersections of Hurontario Street, in addition to those subject to Special Site Policies”.
<b>Issue: Gateway District Policies - Special Site 2 Policies</b>			
Maurice Luchich, TDL Group Limited (Tim Hortons)	Revise Section 4.15.6.3 e, Special Site 2 Policies of the amended Gateway District Policies as follows:		
	“prior to development of the <b><i>vacant</i></b> lands at the Hurontario/Derry intersection, an internal access concept will be prepared to the satisfaction of the Transportation and Works Department”.	There are no substantial vacant lands at this intersection. This policy is required to apply to redevelopment at this intersection.	No action required.
	Revise Section 4.15.6.3 e, second bullet Special Site 2 Policies of the amended Gateway District Policies:  “buildings with minimal frontal setbacks with <b>active</b>	This change weakens the policy and is not supported.	No action required.

Respondent	Comment	Staff Response	Recommendation
<p>Mark Rogers, John D. Rogers and Associates Inc. for PenEquity Management Corporation</p>	<p><i>articulated</i> street-oriented elevations, <del>main-front</del> doors and fenestration integrated with the landscape”.</p> <p>The only uses that are currently permitted and compatible with the existing Mississauga Entertainment Centrum are additional restaurants, financial institutions and entertainment uses. It is unlikely that offices and industrial undertakings would locate on the subject lands. Further, since the Hurontario Street frontage has largely been developed, future development will occur to the rear of the property, and will not prohibit the realization of the vision for the Upper Hurontario Street Corridor. Consequently, it is requested that the existing Special Site 2 policies recognize the existing uses and permit further development of free-standing restaurants and financial institutions which may contain drive-through facilities.</p>	<p>This is addressed in Recommendation 2.</p>	

Respondent	Comment	Staff Response	Recommendation
John Alati, Davies Howe Partners for Canadian Petroleum Products Institute (CPPI)	Concerned that the existing policy to limit accessory retail commercial uses to 30% of the gross floor area does not reflect the retail sales now provided by contemporary service stations.	The limitation on accessory retail commercial uses is existing policy and is not intended to apply to service stations because retail commercial is considered to be the primary, rather than accessory use of a service station. The limit would only apply if the lands were redeveloped for business employment uses.	No action required.
	Concerned that the minimum height of 3 storeys is neither sufficiently flexible nor does it recognize the reality of service station type of development. The requirements for minimal frontal setbacks and integrating main front doors and fenestration with the streetscape is too prescriptive.	It is important to establish the minimum number of storeys to achieve the urban design vision if the lands are redeveloped. This change weakens the policy and is not supported by staff.	No action required.
Eros Fiacconi, EGF Associates for Annovator Developments	Does not support the minimum height of 3-storeys. He believes that a numerical figure such as this does not belong in an official plan, and should be provided for in the amending zoning by-law.	See above	No action required.

Respondent	Comment	Staff Response	Recommendation
	<p>In accordance with his previous comments, he requests that the reference to the word “accessory”, as it relates to retail commercial uses, and the 30% limitation be removed with respect to his clients lands.</p> <p>Finally, he requests that the boundaries of the Special Site 2 be clarified and questions how the limit was established.</p>		
Michael Goldberg, Armstrong, Goldberg and Hunter for Orlando Corporation (verbal submission)	Concerned whether the minimum 3-storey building height is limited to occupied stories, or was building mass also considered?	<p>Special Site 2 is intended to apply only to the corners of Hurontario Street at Courtneypark Drive and Derry Road and is based on the report “Upper Hurontario Corridor - A Design Mandate For Excellence”.</p> <p>The minimum height is based on “storey”, as defined by the Building Code. There is sufficient flexibility for staff to consider occupied building mass.</p>	<p>No action required.</p> <p>No action required.</p>
Scott Arbuckle, Planning and Engineering Initiatives Limited, for Canadian Tire Real Estate Limited	It is not possible to provide a building that occupies a “majority of the street line”, (considering that there are two street lines) with three storeys and also meet the requirements	This can be dealt with during the processing of development applications.	No action required.



Respondent	Comment	Staff Response	Recommendation
Jeff Miller of Prologis	<p>for parking, loading, access, landscaping etc. This requirement places an unfair burden on the client's lands relative to neighbouring lands, considering the prominence of built-form along the majority of the Derry Road and Hurontario Street frontages. Suggests that the two - storey building height proposed, and its relationship to the street, can achieve this objective. Consequently, he does not support Special Site 2 policy 4.15.6.3 (f).</p> <p>Opposes any minimum height restrictions along Hurontario Street. This affects the ability to sell or build on these lands. It is advised that demand for multi-storey office buildings have remained in the office nodes of Airport Corporate Centre, City centre, Airport Road and Meadowvale Business Park. The L-shaped site configuration of their lands makes the three - storey limit at the corners of Hurontario Street and Courtneypark Drive</p>	This is not an onerous requirement and applies only to lands at the corner of Hurontario Street and Courtneypark Drive.	No action required.

Respondent	Comment	Staff Response	Recommendation
Dennis Wood, Wood Bull, for Derry-Ten Limited	<p>difficult. Further, in this regard, clarification is sought of the dimensions of the lands deemed to be adjacent to Hurontario Street.</p> <p>Objects to Section 4.15.6.3 (f) which reads “buildings with minimal frontal setbacks and active street-oriented elevations, main front doors and fenestration integrated with the streetscape”. It is felt that this policy is likely to be impractical given the nature of Hurontario Street as a multi-land roadway with no on-street parking.</p>	This policy is intended to support transit-friendly development rather than the automobile and is not supported.	No action required.
<b>Issue: Gateway District Policies - Special Sites 5 and 6 Policies</b>			
Dennis Wood, Wood Bull for Derry-Ten Limited	Objects to the removal of “general consistency” from Sections 4.15.6.6 (a) and 4.15.6.7. (a) Special Site Policies 5 and 6 of the amended Gateway District Policies with respect to setback, height and building street frontage as it introduces a degree of unnecessary rigidity.	Retaining reference to “general consistency” weakens the policy and is not supported.	No action required.

Respondent	Comment	Staff Response	Recommendation
<b>Issue: Gateway District Policies - Special Site 11 Policies</b>			
Maurice Luchich, TDL Group Limited (Tim Hortons)	<p>Revise Section 4.15.6 Special Site Policies of the amended Gateway District Policies to add the following Special Site 11 Policy:</p> <p>“The lands identified as Special Site 11 are located at the south-east corner of Hurontario Street and Britannia Road East. Notwithstanding the Business Employment designation of these lands, the following additional policies will apply:</p> <ul style="list-style-type: none"> <li>a. the existing convenience restaurant is recognized;</li> <li>b. the expansion of the existing convenience restaurant will be permitted.”</li> </ul>	<p>The long-term goal is that the lands be redeveloped for Business Employment uses; consequently, it is not appropriate to recognize and encourage the expansion of uses which do not support this vision.</p>	No action required.
<b>Issue: Gateway District Policies –North-West Corner of Hurontario Street and Britannia Road West</b>			
Gerald Swinkin, Blake, Cassels, and Graydon, for Lampsis Developments Inc.	<p>Redesignate the north-west corner of Hurontario Street and Britannia Road West from Business Employment to General Commercial to permit retail commercial development.</p>	<p>This request should be dealt with by an application to amend Mississauga Plan.</p>	No action required.

**CONSOLIDATED AMENDED GATEWAY DISTRICT POLICIES****MISSISSAUGA PLAN**

Specific policies in this section must be read in conjunction with all the policies in this Plan.

**Gateway District Policies of Mississauga Plan****4.15 GATEWAY****4.15.1 Planning Context**

The Gateway District is located in the north-central part of Mississauga. The Official (Primary) Plan, approved by the Ministry of Housing on April 16, 1981 designated the area Prestige Industrial, Mixed Industrial and Commercial, General Industrial, Major Institutions, District Centre, Residential and Major Open Space.

City Plan, approved in 1997, establishes the boundaries of the Gateway District and identifies it as an Employment District, which contains primarily employment uses, as well as some commercial uses. There is a large retail commercial centre located on the east side of Mavis Road, north and south of Britannia Road West, and other smaller retail commercial centres throughout the district.

The majority of the District is developed with the exception of some lands along Hurontario Street which are either vacant or are partially developed for offices and other employment uses. The internal area of the district is mainly composed of small scale single and multi-tenant industrial buildings dispersed with large scale buildings that serve as industrial/distribution centres. The Hershey Centre and the associated community uses are located in the south-east corner of the District.

The District, and in particular the Hurontario Street corridor, exhibits desirable attributes for the development of employment uses:

- large vacant serviced land with little development constraints;
- proximity to Lester Pearson International Airport;
- access to the arterial roads network;
- access to Highways 401, 403, 407 and 410;
- visibility from Highway 401.

The Gateway District includes the following sub-watersheds: the Fletcher's Creek, the Etobicoke Creek, the Little Etobicoke Creek, the Cooksville Creek and the Carolyn Creek. Collectively, these areas constitute portions of the Credit River and the Etobicoke Creek watersheds.

The Fletcher's Creek is the most defined large scale feature within the District. The threatened fish species, Redside Dace, has been confirmed at two locations within the Fletcher's Creek.

Also within the District are two areas of mineral resource potential, where extraction is neither feasible nor advisable. Although these resources exist, other land use considerations prevail.

Two sites with potential contamination have been identified: one west of Kennedy Road and south of Courtneypark Drive East, and the other in the northeast quadrant of Provincial Highway 401 and Kennedy Road.

**4.15.2 Development Concept**

The District Policies are intended to encourage prestige development, accommodating a mix of manufacturing, distribution, research and development, and office uses to support the higher order transit facility planned along Hurontario Street, and to take advantage of the system of highways, major roads and proximity to the airport.

The Hurontario Street corridor represents the focus of these policies and the central development activity for the District. These policies will maintain and enhance the prestige image of the District by concentrating offices, research and development and manufacturing/distribution facilities along the corridor. Urban design policies and guidelines approved in 2000, "Upper Hurontario Corridor: A Design Mandate for Excellence", envisions prominent buildings located at the intersection nodes, the gateways and along the urban corridor.

**CONSOLIDATED AMENDED GATEWAY DISTRICT POLICIES****MISSISSAUGA PLAN**

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**Gateway District Policies of Mississauga Plan**

Limited retail commercial development is also permitted, but is directed to designated retail commercial centres. Accessory retail commercial uses are also permitted to serve the daily needs of employees and employers, provided they are subordinate to the main use, as they are not intended to be a principal retail use providing for destination shopping.

There are two large commercial facilities: one located on the east side of Mavis Road, north and south of Britannia Road West, and the other at the northeast corner of Matheson Boulevard East and Hurontario Street.

Forested areas serve an important function by attenuating and modifying surface flows, including providing opportunities for ground water recharge. They also serve as areas for habitat and visual amenities in an urban setting.

The Fletcher's Creek valley and adjacent vegetation, including tableland woodlands, are considered valuable as part of a greenways system. Particularly given the District's vicinity to Brampton, this system could be considered as a municipal connection. Greenways have many environmental benefits including wildlife movement corridors and habitat, flood and erosion management and temperature modulation. Public access may be permitted where it does not threaten the viability of the area. However, the actual visual presence of such features is beneficial to urban residents.

**4.15.3 Urban Design****4.15.3.1 General**

The focus of these policies is to promote high quality urban design and built form. These policies are also intended to reinforce and enhance the image of Hurontario Street as the main north-south corridor through the City.

**4.15.3.2 Hurontario Street Corridor Development Policies**

The purpose of the following urban design policies is to define principles for the physical form and character of Hurontario Street.

- a. Encourage a high quality urban design in the built form which is distinctive and urban in character, and which contributes to the identity of Hurontario Street as a principal City thoroughfare.
- b. Encourage a high standard of public and private realm streetscape design that is co-ordinated and comprehensive which includes street furniture, public art, building forecourts, open space, bus shelters, tree planting, and the sensitive location of utilities.
- c. Ensure buildings are street-related with pedestrian entrances, active building elevations, and fenestration forming an integrated link between the building and the sidewalk.
- d. Encourage the development of a unique Hurontario Street character, and enhance its image through the creation of streetscape design, prominent intersections built form features, an integrated public and private realm and gateway features.
- e. Orient the most active and architecturally detailed building facade to the public street by use of main entrances and a large percentage of fenestration addressing the streetscape.
- f. Locate parking facilities at the rear and/or side of buildings instead of between the front of the building and the public street.
- g. Design buildings with sufficient height, mass and width of street frontage to define and frame the street.

**CONSOLIDATED AMENDED GATEWAY DISTRICT POLICIES****MISSISSAUGA PLAN**

Specific policies in this section must be read in conjunction with all the policies in this Plan.

**Gateway District Policies of Mississauga Plan**

- h.** Complete the road system to improve cyclist and pedestrian movement, vehicular and servicing access, and to create usable and accessible development parcels.
- i.** Integrate the principal and the accessory uses, within individual buildings.
- j.** Encourage the continued development of varied and innovative prestige buildings.
- k.** Encourage development that provides a safe and convenient pedestrian environment that promotes the use of Hurontario Street as a major transit corridor.
- l.** Minimize building setbacks from the streetline(s) while balancing continuous landscaping between the building and the street and pedestrian linkages to the public sidewalk.
- m.** Encourage the appropriate transition of built form between buildings.
- n.** Provide for safe, pleasant and convenient pedestrian movement from the public sidewalk and on-site parking areas to the principal building entrance(s).
- o.** Discourage the fragmentation of land parcels that will inhibit the eventual development of employment uses. Encourage land consolidation, in particular at the principal intersections to facilitate useable development parcels.
- p.** Priority will be given to pedestrian movement when accommodating both pedestrian and vehicular traffic. Design efficient parking facilities to avoid circuitous routes and dead end aisles.
- q.** Encourage built form (outside the gateway and main intersection areas) to incorporate a high level of physical continuity, cohesion and linkage between buildings, from block to block, and from street to street.
- r.** Create a sense of prominence at the main intersection of Hurontario Street, in addition to those subject to Special Site Policies, by integrating features such as, tall, more distinctive buildings located close to the street, unique landscape and streetscape treatment, elevated and distinguishing rooflines.
- s.** Internalize, screen and minimize visual impacts of the service and loading facilities from the streetscape(s), public view, pedestrian walkways, and abutting uses.
- t.** The submission of a concept plan will be required for all development applications to demonstrate how the urban design policies will be implemented.
- u.** Development applications will also have regard for the urban design guidelines in the urban design manual titled *Upper Hurontario Corridor - A Design Mandate For Excellence*.

**4.15.4 Land Use****4.15.4.1 Business Employment**

**4.15.4.1.1** Notwithstanding the Business Employment Policies of this Plan, the following uses will not be permitted on land adjacent to Hurontario Street:

- a.** waste processing or transfer stations, and composting facilities;
- b.** trucking terminals;
- c.** drive-throughs which are not substantially screened from Hurontario Street by a building in place at the time of development;

**CONSOLIDATED AMENDED GATEWAY DISTRICT POLICIES****MISSISSAUGA PLAN**

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Specific policies in this section must be read in conjunction with all the policies in this Plan.

**Gateway District Policies of Mississauga Plan**

- d. single-storey financial institutions and free-standing restaurants of all types which are not substantially screened from Hurontario Street by a building in place at the time of development;
- e. outdoor storage of materials;
- f. car washes.

**4.15.4.1.2** Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:

- a. motor vehicle body repair facilities.

**4.15.4.1.3** Notwithstanding Section 4.15.4.1, existing single-storey financial institutions, free-standing restaurants and drive-throughs, which are not substantially screened from Hurontario Street by a building, will be permitted as they exist on the day these policies come into effect.

**4.15.4.2 Commercial**

**4.15.4.2.1 Motor Vehicle Commercial**

If the lands designated Motor Vehicle Commercial are not used for motor vehicle commercial uses, these lands may be developed for the permitted uses of the abutting Business Employment designations without further amendment to this Plan.

**CONSOLIDATED AMENDED GATEWAY DISTRICT POLICIES****MISSISSAUGA PLAN**

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**Gateway District Policies of Mississauga Plan**

## **4.15.5 Transportation**

### **4.15.5.1 Road Classification**

The transportation system for the District is illustrated on the Gateway District Land Use Map, and described in Table 1, Basic Road Characteristics, Gateway District.

<b>TABLE 1: BASIC ROAD CHARACTERISTICS, GATEWAY DISTRICT</b>				
<b>ROAD TYPE</b>	<b>NAME</b>	<b>SECTION</b>	<b>JURISDICTION</b>	<b>RIGHTS-OF-WAY*</b>
PROVINCIAL HIGHWAY	Provincial Highway 401	Mavis Road to Provincial Highways 403/410	Province of Ontario	
	Provincial Highway 410	North City boundary to Provincial Highway 401	Province of Ontario	
	Provincial Highway 403	Provincial Highway 401 to Matheson Boulevard East	Province of Ontario	
ARTERIAL	Derry Road East/Derry Road West	Fletcher's Creek to Provincial Highway 410	Region of Peel	45 m
	Courtneypark Drive East/Courtneypark Drive West	McLaughlin Road to Provincial Highway 410	City of Mississauga	35 m
	Britannia Road West	Mavis Road to Hurontario Street	Region of Peel	43.5 m
	Mavis Road	Provincial Highway 401 to Matheson Boulevard West	City of Mississauga	40 m
	Hurontario Street	North City boundary to approximately 160 m south of Matheson Boulevard East/Matheson Boulevard West (south limit of the Plan)	City of Mississauga	45 m
MAJOR COLLECTOR	Belgrave Road	Provincial Highway 401 at Mavis Road interchange right-of-way to Cantay Road	City of Mississauga	30 m



**CONSOLIDATED AMENDED GATEWAY DISTRICT POLICIES****MISSISSAUGA PLAN**

Specific policies in this section must be read in conjunction with all the policies in this Plan.

**Gateway District Policies of Mississauga Plan**

<b>TABLE 1: BASIC ROAD CHARACTERISTICS, GATEWAY DISTRICT</b>				
<b>ROAD TYPE</b>	<b>NAME</b>	<b>SECTION</b>	<b>JURISDICTION</b>	<b>RIGHTS-OF-WAY*</b>
MAJOR COLLECTOR	McLaughlin Road	Fletcher's Creek to Matheson Boulevard West	City of Mississauga	30 m
	McLaughlin Road (Scenic Route)	Matheson Boulevard West to approximately 200 m north of Ceremonial Drive (south limit of the Plan)	City of Mississauga	26 m
	Hurontario West Collector	Topflight Drive to World Drive	City of Mississauga	30 m
	Edwards Boulevard	North City boundary to World Drive	City of Mississauga	26 m
	Whittle Road	Provincial Highway 401 at Hurontario Street interchange right-of-way to Matheson Boulevard East	City of Mississauga	26 m
	Kennedy Road	North City boundary to Matheson Boulevard East	City of Mississauga	30 m
	Topflight Drive	Hurontario West Collector to Hurontario Street	City of Mississauga	26 m
	World Drive	Hurontario West Collector to Edwards Boulevard	City of Mississauga	26 m
	Cantay Road/Avebury Road	Mavis Road to Matheson Boulevard West	City of Mississauga	30 m
	Britannia Road East	Hurontario Street to Kennedy Road	City of Mississauga	26 m
	Matheson Boulevard East/Matheson Boulevard West	Mavis Road to Provincial Highway 403	City of Mississauga	30 m
MINOR COLLECTOR	As shown on District Land Use Map		City of Mississauga	24-26 m
LOCAL ROAD	As shown on District Land Use Map		City of Mississauga	20-24 m

**CONSOLIDATED AMENDED GATEWAY DISTRICT POLICIES****MISSISSAUGA PLAN**

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**Gateway District Policies of Mississauga Plan**

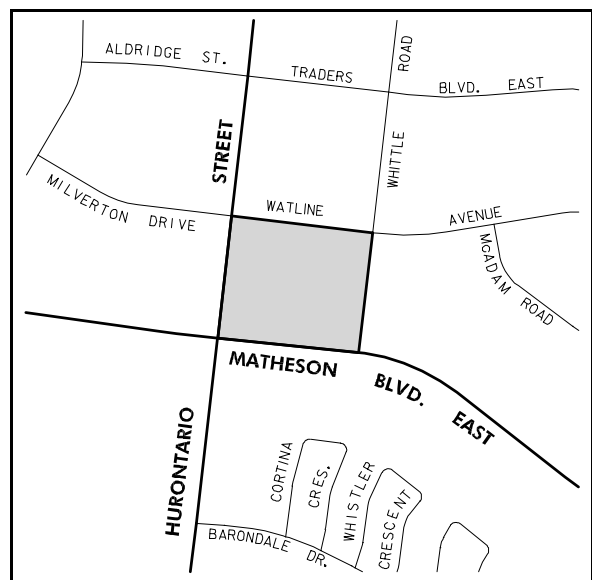
- \* These are considered basic rights-of-way. At major intersections, grade separations, or major physical or topographical constraints, wider rights-of-way may be required to accommodate bus bays, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc.

**4.15.5.2 Road System**

- a. Access to Hurontario Street and Mavis Road, in general will be limited to signalized intersections. Restricted right-in/right-out accesses along these arterial roads may be permitted. These arterial access/intersection points will be assessed in more detail at the development review stage. The Transportation and Works Department may require development concept plans.
- b. The merits of potential Provincial Highway interchange ramp connections with City roads will be examined in cooperation with the appropriate agencies, including the Provincial Government, at the following locations - Provincial Highway 401/Mavis Road, Provincial Highway 401/Hurontario Street, and Provincial Highway 407/Hurontario Street. This statement is intended to protect these potential ramp connections for future consideration and does not represent a commitment on the part of the Provincial Government.

**4.15.6 Special Site Policies****4.15.6.1 Introduction**

There are sites within the District which merit special attention and are subject to the following policies.

**4.15.6.2 Site 1**

The lands identified as Special Site 1 are bounded by Matheson Boulevard East, Hurontario Street, Watline Avenue and Whittle Road.

Notwithstanding the provisions of the Business Employment designation, the following additional policy will apply:

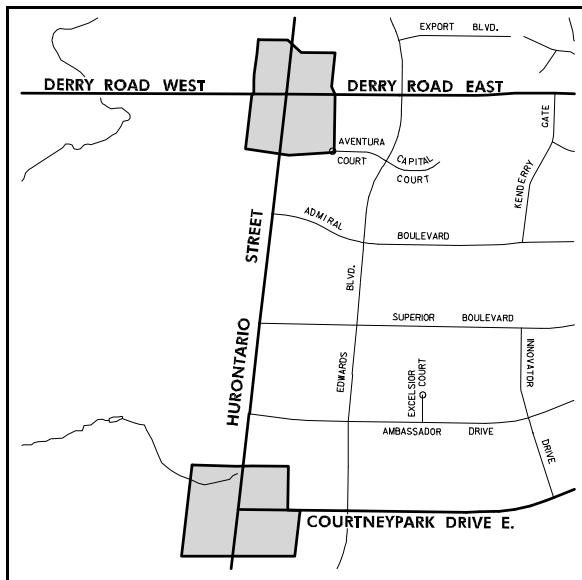
- a. all forms of retail commercial uses, including free-standing restaurants and financial institutions, will be permitted, except:
  - motor vehicle commercial uses; and
  - drive-throughs.

**CONSOLIDATED AMENDED GATEWAY DISTRICT POLICIES****MISSISSAUGA PLAN**

Specific policies in this section must be read in conjunction with all the policies in this Plan.

**Gateway District Policies of Mississauga Plan**

### 4.15.6.3 Site 2



The lands identified as Special Site 2 are located at the four corners of Hurontario Street and Derry Road East/Derry Road West, and Hurontario Street and Courtneypark Drive East/ Courtneypark Drive West.

Notwithstanding the Business Employment designation and the urban design policies in section 4.15.3.2 for these lands, the following additional policies will apply:

- a. existing motor vehicle service station/gas bar sites at the southeast and southwest corners of Derry Road East/Derry Road West and Hurontario Street are recognized, but are encouraged to be redeveloped for other permitted uses;
- b. expansion of the existing motor vehicle service station/gas bar sites at the southeast and southwest corners of Derry Road East/Derry Road West and Hurontario Street will be permitted. As part of the expansion of the

existing gas bar at the southeast corner of Derry Road East and Hurontario Street, a car wash will also be permitted;

- c. accessory retail commercial uses will generally be limited to a maximum of 30% of the total gross floor area (GFA). Free-standing accessory retail commercial uses will not be permitted. Accessory retail commercial uses must be contained within the same building as the principal use”.
  - d. assembly of lands at the Hurontario/Derry intersection is encouraged;
  - e. prior to development of the lands at the Hurontario/Derry intersection, an internal access concept will be prepared to the satisfaction of the Transportation and Works Department;
  - f. these lands represent the principal intersections along the Hurontario corridor north of Provincial Highway 401 (Derry Road East/Derry Road West and Courtneypark Drive East/Courtneypark Drive West). Development abutting the intersections should highlight these locations as focal points within the streetscape, given their high profile and visibility.
- In addition to the urban design policies in section 4.15.3, these lands will be subject to the following:
- built-form at the corners of these intersections should have prominence, occupy a majority of the streetline and be a minimum of 3 storeys;
  - buildings with minimal frontal setbacks with active street-oriented elevations, main front doors and fenestration integrated with the landscape;

**CONSOLIDATED AMENDED GATEWAY DISTRICT POLICIES****MISSISSAUGA PLAN**

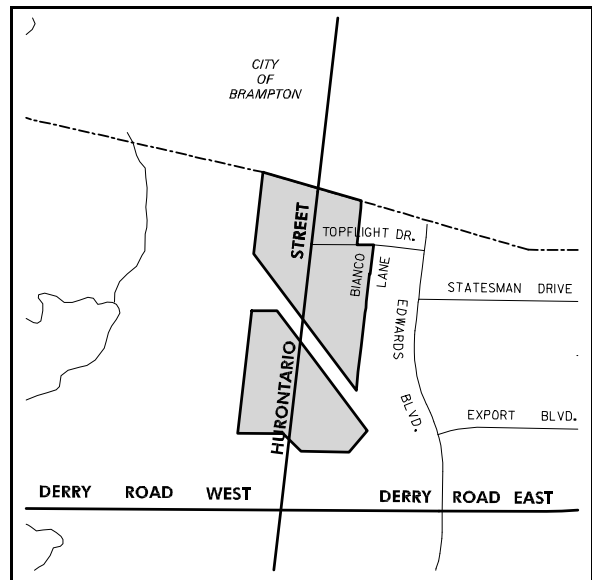
Specific policies in this section must be read in conjunction with all the policies in this Plan.

**Gateway District Policies of Mississauga Plan**

- provide reference and orientation features along the street at points of increased vehicular and pedestrian traffic;
- facilitate transit use and interconnection between routes with related amenities for pedestrians;
- establish a high quality image for the street at those points having greatest visibility and public exposure (i.e. where traffic stops or reduces in speed the peripheral elements of the streetscape have a greater impact on the street image);
- should promote integrated high quality urban environments of a destination nature supportive of a concentration of office development;

- g.** regard will be given to the design guidelines as outlined in the urban design manual entitled *Upper Hurontario Corridor - a Design Mandate for Excellence* during the processing of development applications.

**4.15.6.4 Site 3**



The lands identified as Special Site 3, also known as the City Wide Gateway, are located on both sides of Hurontario Street, south of the northerly municipal boundary.

Notwithstanding the Business Employment designation and the urban design policies in section 4.15.3.2 for these lands, the following additional policies will apply:

- expansion of the existing gas bar site on the east side of Hurontario Street, north of the electric transmission lines will not be permitted;
- a motor vehicle service centre will be permitted on the east side of Hurontario Street south of the electric transmission lines;
- prior to a development proposal, the applicant will provide a concept plan demonstrating internal traffic and pedestrian circulation to the satisfaction of the City;

**CONSOLIDATED AMENDED GATEWAY DISTRICT POLICIES****MISSISSAUGA PLAN**

Specific policies in this section must be read in conjunction with all the policies in this Plan.

**Gateway District Policies of Mississauga Plan**

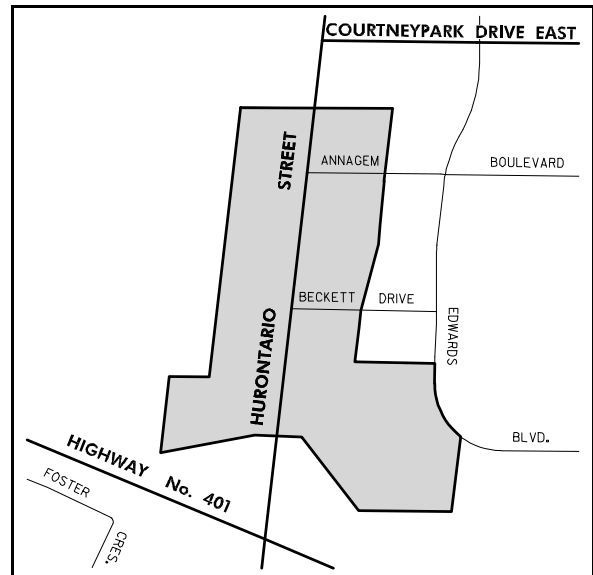
- d. Special Site 3 should function as the primary "gateway" into Mississauga from Brampton and areas to the north. A "gateway" should promote distinctive built form, landscaping and street furniture elements as visual landmarks to identify the City entry and reinforce a quality image.

This location is the prime opportunity to initiate a "gateway" into a civic boulevard of this calibre over the longer term. The achievement of this goal will rely on distinctive elements in both the public boulevard (i.e feature planting, signage and decorative elements) as well as abutting development.

Built-form in this location should not be seen as "background" development but should create distinctive landmarks by creative use of building massing, architectural features, higher buildings and integrated built form as a "signature" for Mississauga. Further, a transition should be provided between the highway scale of Provincial Highway 407 and the more urban scale of the street corridor through graduated change in setback, character and attention to design detail;

- e. regard will be given to the design guidelines as outlined in the urban design manual entitled *Upper Hurontario Corridor - a Design Mandate for Excellence* during the processing of development applications.

#### 4.15.6.5 Site 4



The lands identified as Special Site 4, also known as the District Gateway, are located on both sides of Hurontario Street, north of Provincial Highway 401.

Notwithstanding the Business Employment and Motor Vehicle Commercial designations on these lands, the following additional policies will apply:

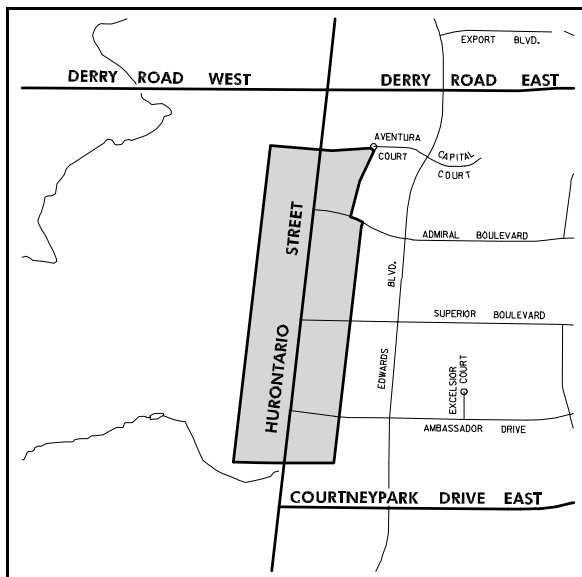
- a. the District Gateway should provide the principal entry feature into the abutting Business Employment areas from Provincial Highway 401 and areas to the south. Development in this area should promote a quality image for this business community and reinforce its upscale image as a corporate address and destination. Opportunities for secondary landmark buildings should be promoted in order to highlight the entry point and provide orientation points. Built-form should provide for a transition in scale from the broad expanses of Provincial Highway 401 to the more contained urban corridor appropriate to Hurontario Street;

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- b. regard will be given to the design guidelines as outlined in the urban design manual entitled *Upper Hurontario Corridor - a Design Mandate for Excellence* during the processing of development applications.

**4.15.6.6 Site 5**

The lands identified as Special Site 5, also known as the urban corridor of Hurontario Street, are located on both sides of Hurontario Street south of Derry Road East/Derry Road West.

Notwithstanding the Business Employment designation on these lands, the following additional policies will apply:

- a. from an urban design perspective, development along the connecting urban corridors should establish a continuity of the urban fabric along the street and a defined "edge" and "frame" for the street volume.

The urban corridor of Hurontario Street should provide the common denominator of built-form character linking the special features outlined above within a strong overall theme. Buildings along the urban corridor should have a consistent setback, height and building street frontage. These same elements of consistency should also provide a defined scale for the street and a visual frame for the street as a foundation for a quality image;

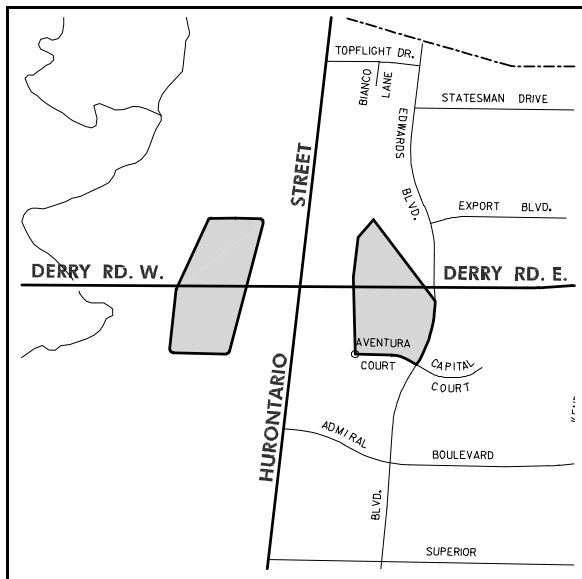
- b. the following general principles should apply to the urban corridor of Hurontario Street:
- broader streetline setback range on development with substantial landscape area;
  - substantial building coverage oriented to streetline;
  - active building frontages oriented to the public street by use of pedestrian entrances and fenestration to make the building activities an integral part of the street;
  - encourage consolidation of vehicular entrances;
  - "background" architecture to create a unified street frame;
  - signage limited in scale and integrated with architecture (detailed guidelines have regard for *Hurontario Streetscape Guidelines - south of Highway 401*);
- c. regard will be given to the design guidelines as outlined in the urban design manual entitled *Upper Hurontario Corridor - a Design Mandate for Excellence* during the processing of development applications.

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**Gateway District Policies of Mississauga Plan**

**4.15.6.7 Site 6**



The lands identified as Special Site 6, also known as the urban corridor of Derry Road East/Derry Road West, are located on both sides of Derry Road East/Derry Road West, east and west of Hurontario Street.

Notwithstanding the Business Employment designation on these lands, the following additional policies will apply:

- a. from an urban design perspective, development along the connecting urban corridors should establish a continuity of the urban fabric along the street and a defined "edge" and "frame" for the street volume.

The urban corridor of Derry Road East/Derry Road West should provide the common denominator of built form character linking the special features outlined above within a strong overall theme. Buildings along the urban corridor should have a consistent setback, height and building street frontage.

These same elements of consistency will also provide a defined scale for the street and a visual frame for the street as a foundation for a quality image;

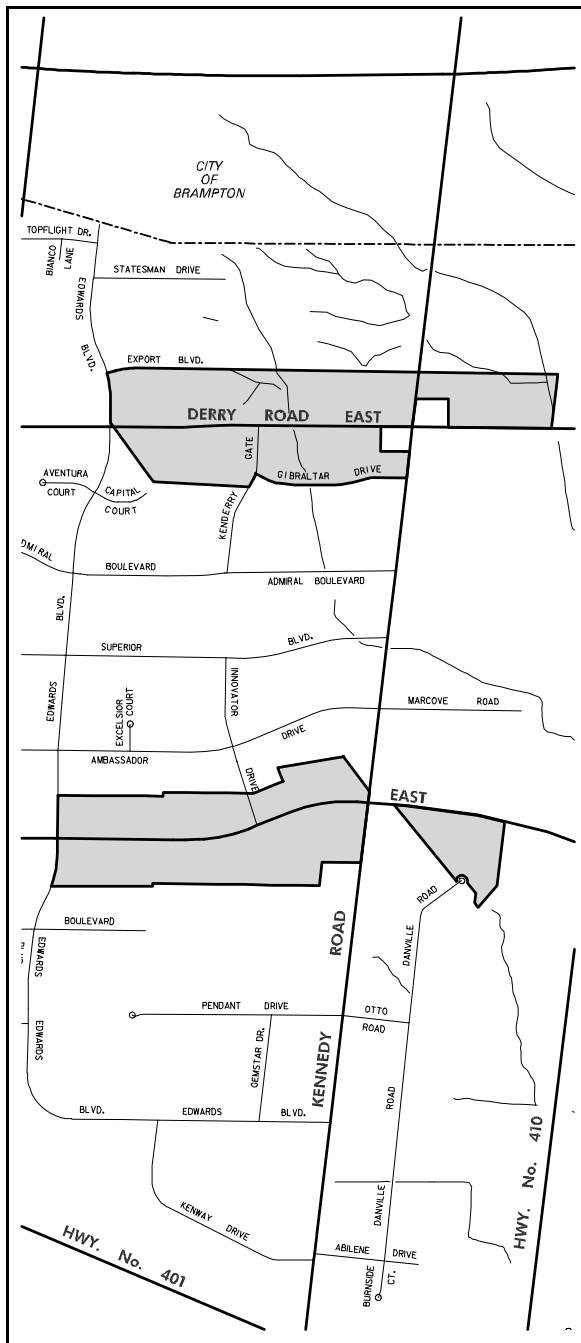
- b. the following general principles should apply to the urban corridor of Derry Road East/Derry Road West:
  - broader streetline setback range on development with substantial landscape area;
  - substantial building coverage oriented to streetline;
  - active building frontages oriented to the public street by use of pedestrian entrances and fenestration to make the building activities an integral part of the street;
  - encourage consolidation of vehicular entrances;
  - "background" architecture to create a unified street frame;
  - signage limited in scale and integrated with architecture (detailed guidelines have regard for *Hurontario Streetscape Guidelines - south of Highway 401*);
- c. regard will be given to the design guidelines as outlined in the urban design manual entitled *Upper Hurontario Corridor - a Design Mandate for Excellence* during processing of the development applications.

**CONSOLIDATED AMENDED GATEWAY DISTRICT POLICIES****MISSISSAUGA PLAN**

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**Gateway District Policies of Mississauga Plan**

**4.15.6.8 Site 7**



The lands identified as Special Site 7, are located on both sides of Derry Road East and Courtney Park Drive East between Provincial Highway 410 and Edwards Boulevard.

Notwithstanding the Business Employment designation on these lands, the following additional policies will apply:

- a. industrial uses which may have some outside storage, such as transportation related activities, and motor vehicle sales (including trucks and truck trailers), leasing, repairing and servicing, will be permitted;
- b. any site development plans will address the following built form expectations:
  - that the principal built form model is one of enclosure (i.e. as viewed from Derry Road East and Courtney Park Drive East) of the major portion of materials/trucks/truck trailers storage, service and docking uses by buildings and/or wing walls (e.g. in a quadrangle, "U" shaped or "T" shaped footprint);
  - that the street frontage, in linear terms, be defined by built form (i.e. buildings or projecting walls compatible with the architecture) to the greatest extent possible and maintaining a general consistent, and limited setback to relate the buildings both to each other and to the street edge (minimum guideline of at least  $\frac{2}{3}$  of the linear street frontage is to be occupied by building walls with a setback range of 4.5-13 m);
  - that street front building walls should be highly articulated by use of creative massing, entry features, fenestration, high quality materials and interesting roof form (unrelieved walls with no concession to the visual character of the street realm should be avoided);



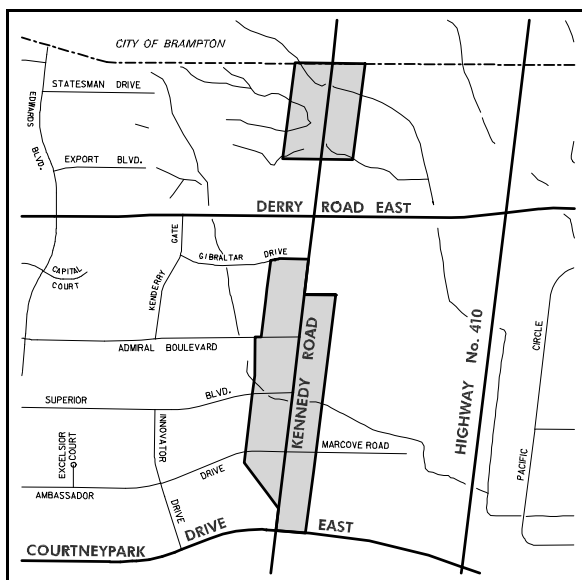
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- that high profile locations such as intersections or gateway locations be recognized by the siting, design and height of respective buildings.

**4.15.6.9 Site 8**

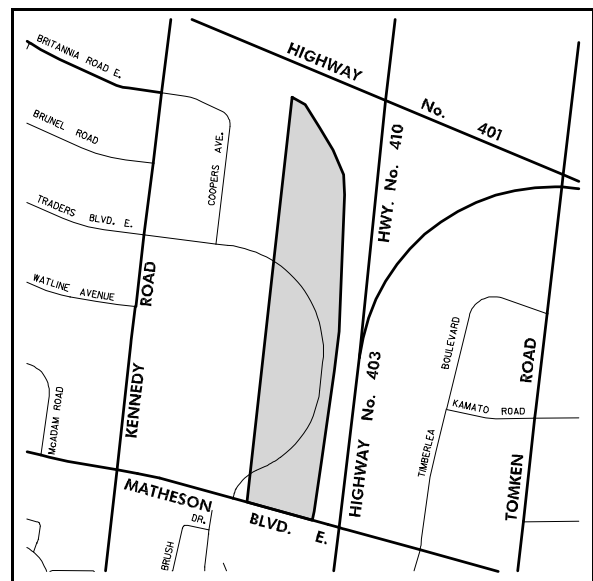


The lands identified as Special Site 8, are located on both sides of Kennedy Road, north and south of Derry Road East.

Notwithstanding the Business Employment designation on these lands, the following additional policy will apply:

- industrial uses which may have some outside storage, such as transportation related activities, and motor vehicle sales (including trucks and truck trailers), leasing, repairing and servicing, will be permitted.

**4.15.6.10 Site 9**



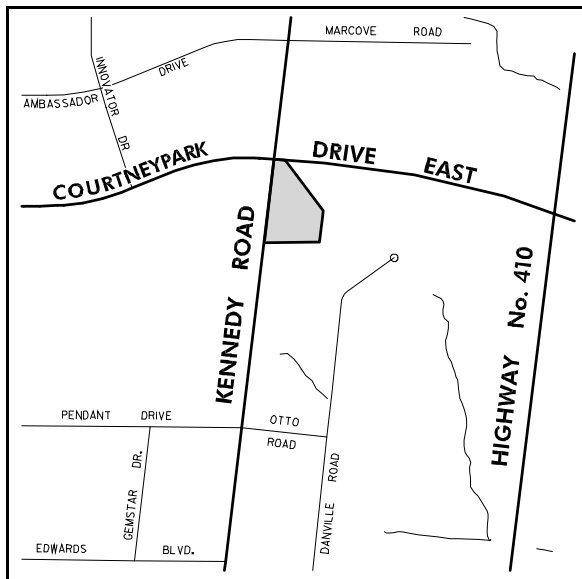
The lands identified as Special Site 9, known as the Hershey Centre, are located west of Provincial Highway 403, between Provincial Highway 401 and Matheson Boulevard East.

Notwithstanding the Open Space designation, the following additional policy will apply:

- land uses permitted within Special Site 9 include recreational and spectator facilities such as spectator arenas, outdoor stadiums, community arenas, and indoor sport complex, as well as complimentary uses such as, but not limited to, commercial uses, restaurants, sports medical clinic, health and fitness centre, accessory offices, and a hotel.

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**Gateway District Policies of Mississauga Plan****4.15.6.11 Site 10**

The lands identified as Special Site 10, are located at the southeast corner of Courtneypark Drive East and Kennedy Road.

Notwithstanding the Business Employment designation, the following additional policy will apply:

- a. a gas bar which may include a commercial kiosk, a car wash, a truck stop facility with accessory uses will be permitted.

**APPEAL B6.**

**Section 4.15.5, Special Site Policies**, the request for the addition of a new Special Site has been appealed to the OMB as it applies to the lands bounded by Derry Road West, Hurontario Street, Skyway Drive and Maritz Drive (Derry-Ten Limited).

**Gateway District Land Use Map**

Amended by:

**APPEAL B6.**

**Section 4.15, Gateway District Land Use Map**, the Business Employment Designation has been appealed to the OMB as it applies to the lands bounded by Derry Road West, Hurontario Street, Skyway Drive and Maritz Drive (Derry-Ten Limited).

*Amendment 10*

- Changing the road classification of Statesman Drive from a Minor Collector Road to a Local Road and of Export Boulevard from a Local Road to a Minor Collector Road.

*Appeal B4 (OMB Order No. 0662)*

- The OMB has dismissed the appeal of the Commercial Land Use Designations (Greater Toronto Airports Authority).

*Appeal B12 (OMB Order No. 0662)*

- The OMB has dismissed the appeal of the Business Employment Land Use Designations (Canadian Petroleum Products Institute).

*Appeal B12 (OMB Order No. 0662)*

- The OMB has dismissed the appeal of the Business Employment Designation as it applies to the lands located at the southwest and southeast corners of Hurontario Street and Derry Road West/Derry Road East (Canadian Petroleum Products Institute).

*Appeal B18 (OMB Order No. 1169)*

- The OMB has dismissed the appeal of the request for the addition of a new Node Boundary as it applies to the lands located in the southeast quadrant of Mavis Road and Highway 401 (Orlando Corporation).

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Specific policies in this section must be read in conjunction with all the policies in this Plan.

**Gateway District Policies of Mississauga Plan**

*Appeal B18 (OMB Order No. 1766)*

- The OMB has dismissed the appeal of the roads and transit concept as it applies to the lands located in the northwest quadrant of Hurontario Street and Highway 401 (Orlando Corporation).

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